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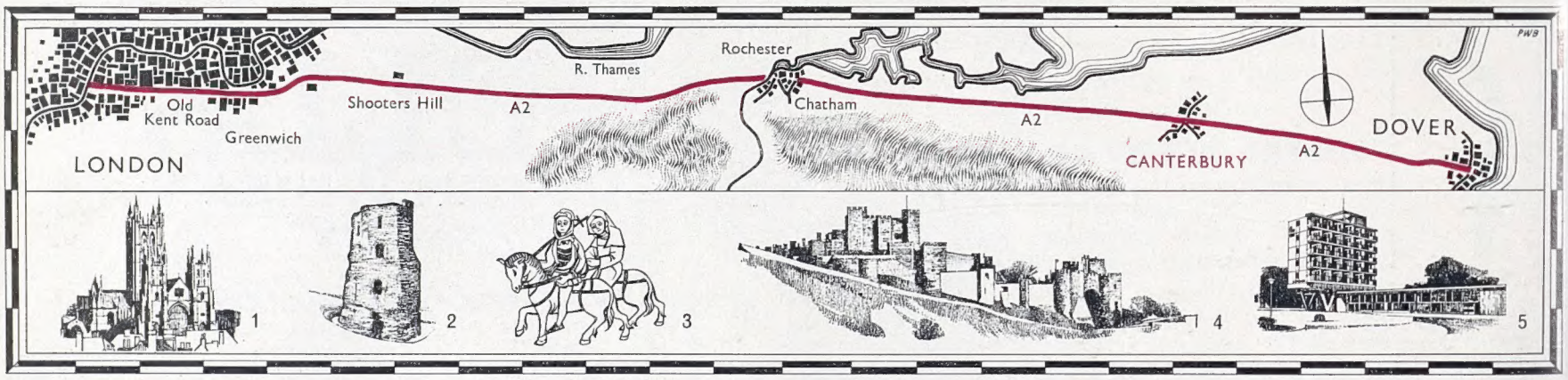
painted by David Gentleman

THE DOVER ROAD



The Dover Road, A 2—London to Canterbury, Canterbury to Dover, and the shortest crossing of the Channel—must count as our most ancient lifeline to the rest of the world. Modern traffic between Dover (which the Romans called *Portus Dubris*) and London mostly takes a different route via Folkestone and Maidstone, but it was this Dover Road—strictly the final section of the great Watling Street of the Romans, which goes on up Edgware Road and crosses the Midlands to Wroxeter, on the Severn—that legionaries and officials used between Rome and *Londinium*, that St. Augustine used on his way to Canterbury, and that the Master Mason or architect William of Sens used, no doubt, when he came from France in 1174 to redesign the cathedral (1). By that year Thomas à Becket had been murdered (in the north transept of the cathedral, on 29 December 1170) and canonised (1172). In 1220, the saint's body was transferred from the primitive crypt to the most magnificent of shrines. Pilgrims from London, pilgrims (3) from all Europe, now travelled the road to his shrine. These pilgrims of the Dover Road returned wearing badges of St. Thomas in sign that they had made the virtuous journey. Canterbury bells of the garden, too, are supposed to have been named from the bells carried by the pilgrims.

Today, the overseas visitor, as he lands from the car ferry at this terminal point of the Dover Road or Watling Street, can see in the same glance the most modern of tourist hotels (5) and the most ancient of lighthouses (2)—Roman, up by the Castle (4)—which greeted his remote forbears.

The complete series of the Shell guides to the Roads of Britain *will be published in book form by Ebury Press in May 1964, and may be ordered from any bookseller at 10/6 net.*

YOU CAN BE SURE OF SHELL *The key to the Countryside*

Volume CCLVI No. 3326 LONDON, February 29, 1964

THE SPHERE

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With his African journey and his more recent trip to Burma behind him, Mr Chou En-lai, China's peripatetic Prime Minister, tries on a black Jinnah-cap in Karachi during his eight-day visit to Pakistan. While President Ayub of Pakistan insisted that the visit was merely an expression of friendliness between neighbours, he and Mr Chou were expected to discuss the Kashmir dispute. At a banquet in Mr Chou's honour, the President said the UN was not fully representative without China

IF YOU WANT TO GET AHEAD...

NEWS SUMMARY

China supports Pakistan on Kashmir; Post Office pay dispute; the Gabon coup

294 **INTERNATIONAL**

China's Prime Minister, Mr Chou En-Lai, has pledged his country's support to Pakistan's demand for a Kashmir plebiscite. This was revealed in a joint communique issued in Lahore by President Ayub of Pakistan and Mr Chou, after three days of talks. The communique stated that they had also decided that the border dispute between India and China " should and can " be solved by peaceful negotiations.

In South Vietnam the Communist Vietcong appear to be winning the war against the government forces of Major-General Nguyen Khanh who seized power in a recent coup. By the end of last week the Communists controlled most of the Mekong delta area as well as four northern provinces. They had also launched a terrorist campaign inside Saigon.

Speaking in Washington, where there were rumours that the South Vietnam situation might force the US into a Korean-type war, President Johnson said that those responsible for the external direction and supply of Vietcong " would do well to remember that this type of aggression is a deeply dangerous game." His words were interpreted as a warning of possible direct military action by the US against Communist North Vietnam.

Another of Washington's problems—the quarrel with Panama—was brought, perhaps, nearer solution with the offer by President López Mateos, of Mexico, to use " the best efforts " of his country to resolve the dispute. The President made his mediatory offer after two days of discussions with President Johnson in California.

GREAT BRITAIN

By the beginning of the week the row between Mr Reginald Bevins, the Postmaster General, and the Union of Post Office Workers looked as if it might develop into a head-on clash. Mr Bevins's refusal to improve on his pay offer to Britain's 120,000 postmen—a 4 per cent. rise this year and a further 3½ per cent. in 1965 and in 1966—had brought a demand for the Postmaster General's resignation from Mr Ron Smith, the General Secretary of the Union, and rejection of the offer by the union's executive. While Mr Bevins suggested more talks, he made it clear that the pay offer was final. A special delegate conference of the union which opened in Blackpool on Monday was expected to confirm its rejection.

Before the start of the conference Mr Smith emphasised his desire for a peaceful settlement and said the executive would examine the possibility of asking the Prime Minister to set up an independent inquiry into the dispute. If Sir Alec agreed, it would " look very closely " at the possibility of accepting Mr Bevins's 4 per cent. offer as an interim settlement. Meanwhile the executive would seek authority to use " all means " in pursuit of its claim for a substantial pay increase. These would include the calling of a postmen's strike.

There was a threat, too, of further industrial upheaval in the steel industry where relations between craftsmen and production workers were still strained. At a meeting in London craftsmen representing ten unions with members in the industry pledged their support for strike action if pay negotiations with the Iron and Steel Employers' Association did not result in a settlement.

In a speech at Southport Mr Reginald Maudling, the Chancellor of the Exchequer, made a call for an acceptance of restraint on incomes of all kinds. While the January import and export figures, which had been issued a few days earlier showing a record adverse gap of £72 million, had come as a disappointment, he was not despondent.

The latest figures for employment and unfilled vacancies (showing a 36,704 drop to 464,038 in the number of workless and 250,376 outstanding vacancies) were, Mr Maudling claimed, an indication that the vigorous expansion of industry continued.

In the House of Lords peers persuaded the Government to think again before dropping the term " the Admiralty " in the new defence reorganisation and in the House of Commons there were protests against the BBC's decision to end its radio Children's Hour.

One more British defence project—the T-188 stainless steel aircraft—was abandoned (at a cost of £30 million), a pamphlet issued by the Mental Health Research Fund revealed that one in four British adults are neurotic, Bristol magistrates decided that the froth on the top of a pint of Guinness was an integral part of the drink and, according to a Ministry of Works report, Banbury Cross (fine ladies, for the seeing of) was crumbling down.

AFRICA

Five days before elections were due for a new National Assembly, a military coup in the former French colony of Gabon removed for a day the established government. The deposed President Léon Mba was taken to a remote jungle hideout, while members of the small Gabonese army seized key points in Libreville, the capital, apparently without loss of life. Within a few hours the French Ambassador had secured from the Gabonese Vice-President, who was 300 miles away on an election campaign visit, a request for French military intervention under the terms of a general assistance agreement signed in 1961. In an action that cost 18 Gabonese lives and over 30 wounded, French troops from Chad, Brazzaville and Dakar restored President Mba and his government. This was the first time that the French had intervened to protect a regime in an ex-colony.

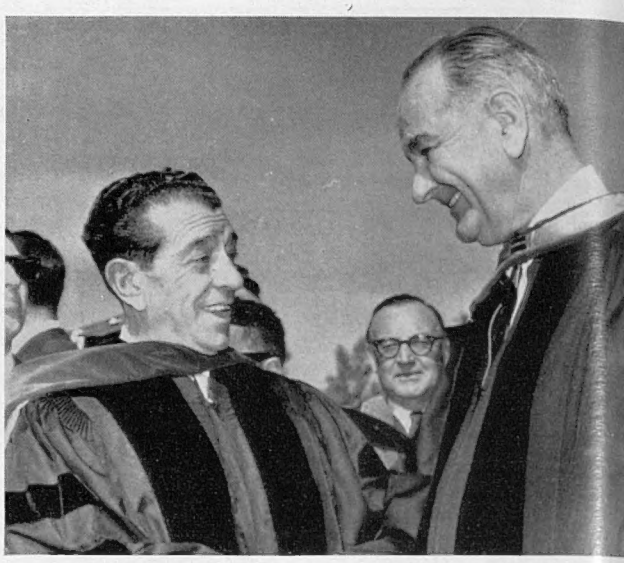
The Gabon coup was one of the subjects to be discussed at the African Unity Conference meeting in Lagos, Nigeria, on Monday. Foreign Ministers attending were also to consider the Ethiopian-Somali border conflict, and the agreement signed last week between Algeria and Morocco for a neutral zone between the two countries. President Ben Bella, of Algeria, announced details of the pact before leaving on an official visit to Guinea.

In Ghana, President Nkrumah personally assumed responsibility for the Ministry of Finance. The Finance Minister, Mr Goka, resigned without explanation. The Ghana Constitution (Amendment) Bill was introduced to Parliament. It will make Ghana a one-party state and give it a new flag, the flag of the Convention Peoples' Party. In the debate, one member commented " The people have said Yes. We can add nothing more."

On Sunday, Britain recognised the government of President Karume in Zanzibar, but not before the UK High Commissioner, Mr Timothy Crosthwait, had been expelled. In Zanzibar the Foreign Minister, Shaikh Mohamed Babu, said that once the US and UK had recognised the government, their envoys would be able to return. But Mr Crosthwait had already left for Dar-es-Salaam and London. In a broadcast last week, Shaikh Babu also said that £185,000 in aid had been accepted from China.

In the North-East Region of Kenya there were gun battles between Kenyan troops and Somali gangs. In the most serious clash an army supply convoy was ambushed, two soldiers were killed, and three wounded.

It was announced last week that Mr Duncan Sandys, the Commonwealth and Colonial Secretary, would be visiting East Africa shortly to meet national leaders there.



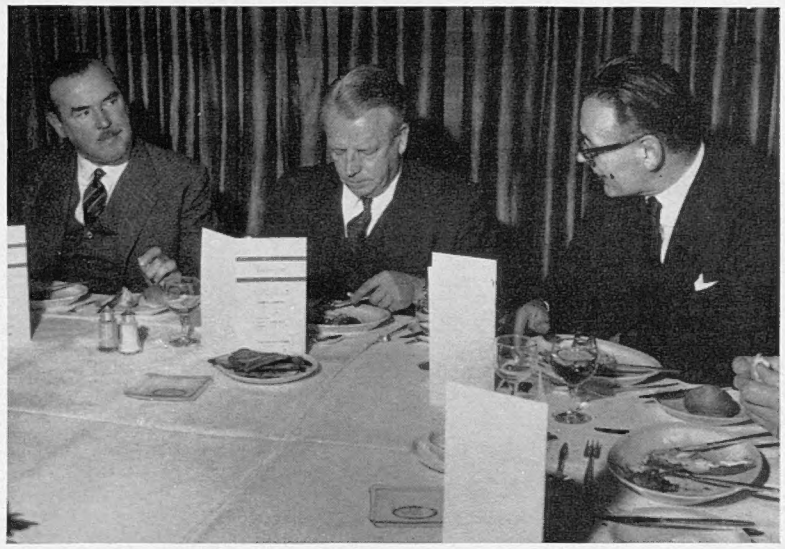
Above: Britain's High Commissioner in Zanzibar, Mr Timothy Crosthwait, arrives in Dar-es-Salaam

Top: President López Mateos of Mexico (left) and President Lyndon Johnson, after each had been awarded an honorary University degree in Los Angeles

Left: King Paul of the Hellenes is photographed with his 23-year-old son, the Crown Prince Constantine. Last week the King, who is 62, underwent a stomach operation. Two British surgeons, Sir Stanford Cade and Mr Edward Muir, were called in for consultations. On Monday it was announced that the King's condition had improved. During his illness, Prince Constantine is acting as Regent. The picture was taken last December as the King and his son left the Parliament buildings in Athens after the State opening. Five hundred miles away in Ankara, Mr Ismet Inonu, Turkey's 80-year-old Prime Minister, escaped injury when Mesut Suna, a 38-year-old Turkish electrician, fired three revolver shots at him at five yards' range—and missed. While a policeman siezed Suna, Mr Inonu calmly left his bullet-ripped car and walked to the nearby Parliament Building

Above: At the Elysée Palace in Paris, the French President entertains at a State dinner the President of Italy, Antonio Segni, seated between the General and Madame de Gaulle. The Italian President's four-day State visit to the French capital was marked by Italian expressions of their preference for a Europe open to Britain. At the Elysée Palace dinner, President Segni said that a Europe open to all willing partners was indispensable for world equilibrium

Left: In Ottawa, the Canadian Prime Minister, Mr Lester Pearson (right), greets the Governor-General, George Vanier (left), as he arrives to read the Speech from the Throne at the opening of the second session of the 26th Parliament. Mr Pearson leads a minority Liberal Government in the Canadian Parliament. (A feature on Ontario is on pages 306—309 of this issue)



Above: Mr John Tickner (left), the Editor of *Farm & Country*, entertains at a luncheon at The Carlton Tower in London to mark the first appearance of the journal as a monthly publication. With him are Mr J. K. Knowles, C.B.E. (centre), General Secretary of the National Farmers' Union of England and Wales, who was the principal guest, and Mr Gordon C. Brunton, Chairman of Illustrated Newspapers Ltd.—a member of the Thomson Organisation Ltd.

Left: From the Italian liner *Leonardo da Vinci*, a watch is kept on the British freighter *Ambassador* wallowing in the Atlantic, her engine room flooded and her lifeboats smashed. Twenty-one members of the crew of 35 were rescued by a Norwegian ship, *Fruen*, and by an American coastguard cutter, *Coos Bay*. The other 14 seamen were presumed drowned. After developing a 50° list to starboard, the *Ambassador* sank about 600 miles off the coast of Halifax, Nova Scotia. Another shipping casualty last week was the Dutch tug *Witte Zee*, of 328 tons, which was holed by rocks as it went to the aid of the 7,303 ton Liberian steamer *Brother George* aground off Brook Point, Isle of Wight. Later the tug sank. Eight of its crew were taken off by the Southampton tug *Gatcombe*, while the skipper, Captain Johannes Kleyn, and the remaining seven members of the crew were rescued by the Yarmouth (IoW) lifeboat

BRITAIN'S DEFENCE NEEDS

Both the principal parties are making much of their pro- and anti-bomb attitudes, with an eye on the forthcoming election. The Conservatives announce their intention of retaining it albeit not as a bomb released from an aircraft, but as the warhead of a Polaris guided missile fired from a nuclear submarine. This policy they support because of the extra intrinsic strength given to British armaments by possession of these weapons and because their possession is said to assure for this country equality in status with the United States and Russia, when it comes to meetings of a Summit type.

On the other hand, the Labour party holds that money spent on the nuclear deterrent would be better spent on conventional weapons and that British renunciation of the deterrent would make it easier to prevent other countries from developing it. It is added that the Polaris is an American weapon which Britain could not really operate independently, that there would be few British Polaris and that for a real nuclear deterrent this country would still have to rely on the United States.

During the financial year 1964-65 it is planned to spend some £2,000 million divided roughly into four lumps each of about £500 million—one for the Army, one for the Navy, one for the Royal Air Force and a fourth divided between the service commitments of the Ministry of Aviation and the Ministry of Works and Public Buildings.

Decisions upon many defence problems will not be finally taken until next year or later, and further time will elapse before these decisions can be implemented. In the meantime, the "Statement on Defence" for 1964-65, as the Defence White Paper is officially called, has appeared. With an election in the offing it would have been unrealistic to have expected an interesting or important document. In addition the White Paper is, of course, also a White Paper in defence of the Government's defence policy, so that its authors are concerned to put the best possible gloss on the present state of affairs. The fact that Britain's democratic processes are grinding away does not mean that Britain's defence forces have been working any less hard, or that a further string of international crises may not lie ahead in 1964-65 and subsequent years, with the great probability that the demands of these crises will considerably increase.

As for the situation at the present time, the statement on defence despite its limitations does give a clear picture of the way in which British forces in the international sphere are holding together with their allies or by themselves half-a-dozen critical situations in Europe, America, Africa and Asia. Since the White Paper went to press new crises have arisen in East Africa, while the grumbling crisis in Cyprus has so intensified itself that it is suggested that maintenance of peace should be entrusted to a multi-national force, recruited from Nato or from the United Nations, since there do not seem to be enough British forces to deal with Cyprus as well as all the other commitments met in 1963-64.

During that time critical situations arose in the Borneo territories of Malaysia, Cyprus, Kenya, Uganda, Tanganyika, Swaziland, Northern Rhodesia and the West Indies, while at the same time other forces have had to be maintained at home, in Germany, in the Far East, in North Africa and in Arabia. Thus the Army is stretched to its very limits with no assurance that further crises will not arise before the present series have been satisfactorily resolved. The possible, indeed probable, demands for still more troops for police duties have increased the pressure for a measure of conscription (under the polite name of selective service) especially as the United Kingdom, Canada and Iceland (which has no armed forces at all) are the only three members of Nato which do not already have selective service in one form or another.

The rapid deployment of troops in times of crises like these, has been the task of Transport Command of the RAF, which is to receive during the coming year more troop carriers and cargo planes. The peace-keeping achievements of the Army during the past few years would never have been possible had it not been for Transport Command. Meanwhile, to increase the Army's efficiency, the new main battle tank, Chieftain, has been ordered in quantity, together with the new Abbot 105 mm. close support gun. First deliveries of a tracked armoured personnel carrier have been received together with further deliveries of other types of logistic support vehicles.

Defence in the air

For the RAF during the past year and during the year to come, the chief matters of importance are the entry into service of the TSR2, an aircraft of which an enormous amount is hoped, and the eventual phasing out of service of the famous V-bombers which for years past have been Britain's chosen instrument for the delivery of the bomb. But nuclear weapons are not the be-all and end-all either of the V-bombers or of the TSR2, which is also intended to carry them. Bombers are flexible instruments of war and the TSR2 may be expected to justify itself as a carrier of conventional weapons as well as nuclear ones. There is some hope that the life of the latest of the V-bombers—Vulcan Mark II—can be prolonged beyond 1970 by the use of low-level approach to outwit the enemy radar, but the struggle between attack and defence in air warfare is as bitter at a low altitude as at the greatest heights, so that no one can speak any more confidently on this point than on much else that is in doubt in the fields of weaponry at the present time.

In any case, whatever the V-bombers and the TSR2 may be able to achieve, it is at present planned to transfer the nuclear weapons from bombers to four or five Polaris submarines, the first of these, HMS *Resolution,* to be ready in 1968. At the present moment the attitudes of the political parties to this scheme are tolerably clear; the Conservatives believe it to be feasible and essential while the Labour Party would gladly get rid of it at once, but much can happen in the intervening four years, and the policies of both parties can be radically changed. Instead of the Conservatives pursuing their Polaris policy they may find the project too expensive and be obliged to scrap it, while a Labour government may find itself against its will obliged to persevere with the scheme.

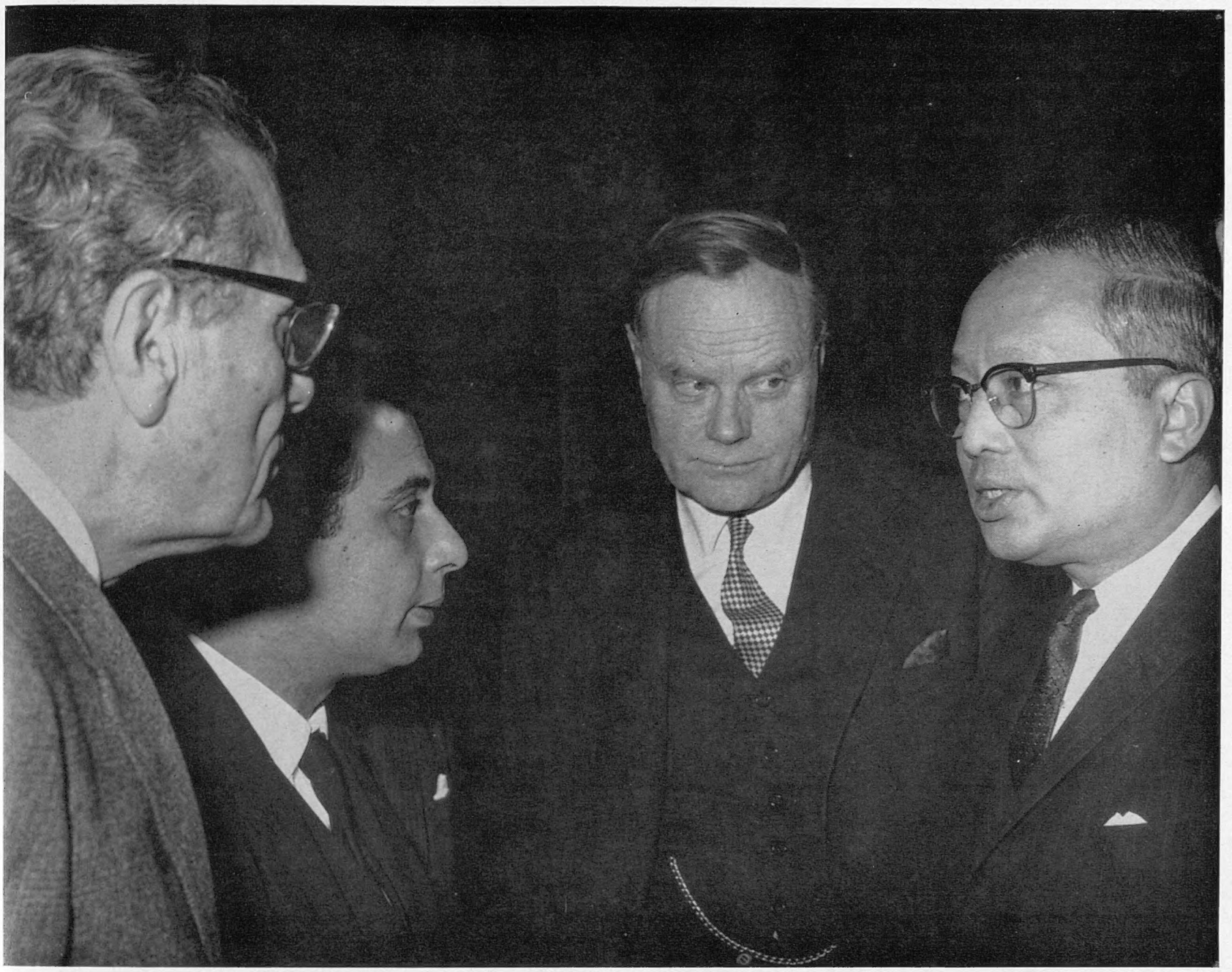
The decision to hand over the delivery of future nuclear weapons, if there are any, to the Navy, has been greeted by some as a triumph for that service, due to the Chief of Defence Staff, Lord Mountbatten, but it has been received with mixed feelings in the service itself, where it is seen as likely to cut down the resources available. For conventional naval and amphibious warfare requires anti-submarine craft, both surface and submerged, and support vessels, to put troops ashore and to help them once they are there. Far and away

In Nicosia, capital of Cyprus, the British Military Commanders stand by a manned armoured car clearly identified as British by its Union Jack. Major-General Michael Carver (right) has taken over command of the British force from Major-General Peter Young (centre) who is to resume his former appointment as General Officer Commanding, Cyprus District. On the left is Air Chief Marshal Sir Denis Barnett who is Commander-in-Chief of British Forces in the Near East

the biggest of these support vessels, the biggest ship ever projected for the Royal Navy will be a 50,000 ton aircraft carrier whose keel will not, however, be laid until the financial year 1965-66 despite the fact that design studies were begun ten years ago and the decision to build the ship taken last summer. Anti-submarine vessels are not glamorous items of naval equipment like giant aircraft carriers or Polaris submarines, but the fact remains that the biggest danger which can face this country short of a nuclear attack is an old-fashioned submarine blockade of the kind the Germans tried in the two World Wars. Such a blockade could be attempted without triggering off the nuclear reprisals which would, it is to be expected, follow a nuclear attack on this country.

David Woodward

CYPRUS; *The search for a solution*



Above: From left to right, just before the emergency session of the United Nations Security Council for its debate on the situation in Cyprus, are Xenon Rossides, the Cypriot permanent representative to the UN; Spyros Kyprianou, the Cypriot Foreign Minister; Sir Patrick Dean, the United Kingdom representative; and U Thant, the UN Secretary-General

Above: The first intervention by the UN in the Cyprus situation takes place as the UN Observer, General Gyani (right), arrives in Polis. Tension there had reached breaking point between Turkish-Cypriots and Greek-Cypriots

Above: The Turkish representative, Turgut Menemencioglu, speaks at the UN Security Council

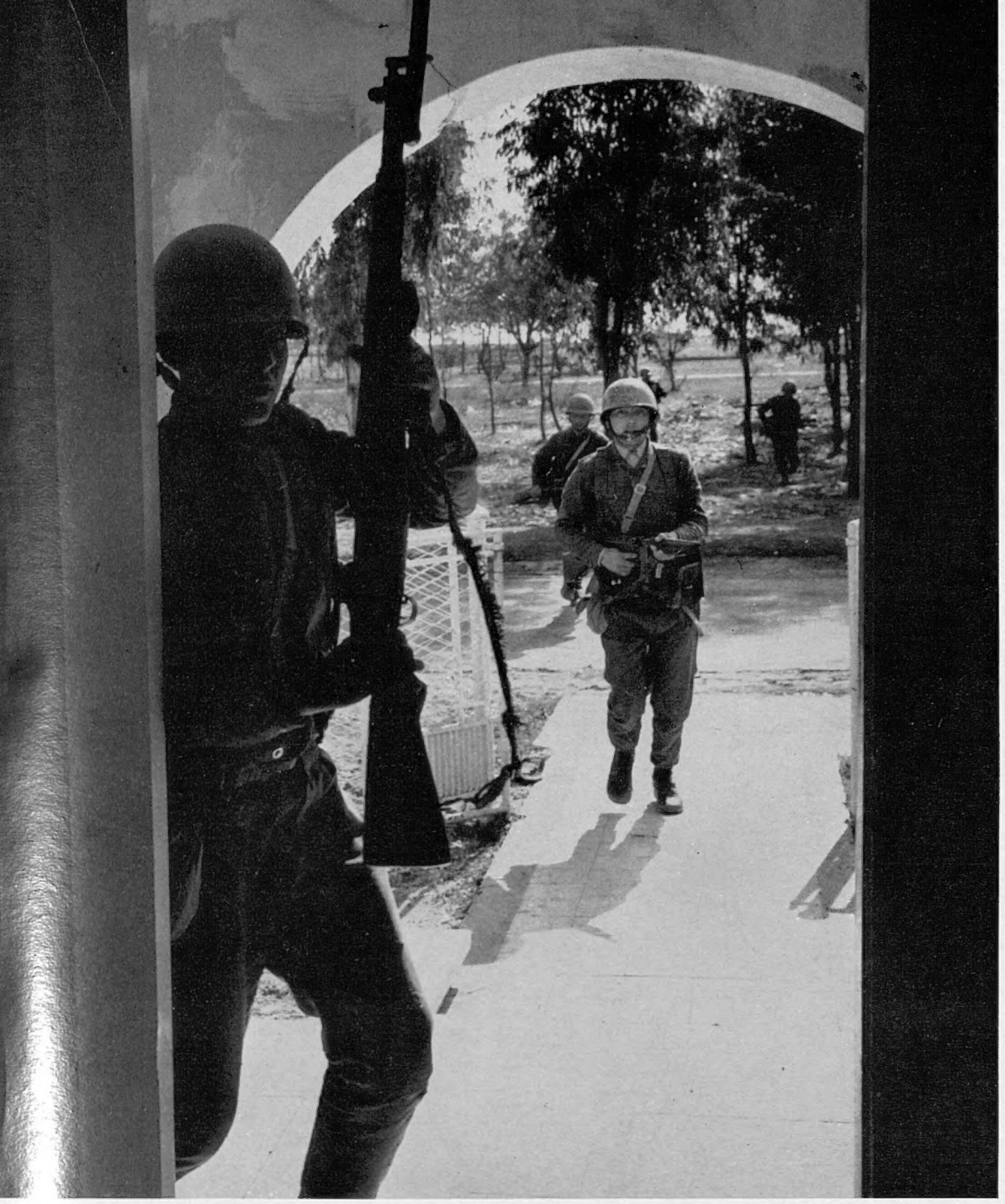
CYPRUS; *No easing of tension on the island*

298 Deadlock appeared to have been reached in the Security Council in New York at the start of this week in the search for a solution of the Cyprus crisis. Nevertheless U Thant, the Secretary-General of the United Nations, was continuing his behind-the-scenes negotiations for agreement on a peacekeeping force, either of UN or Commonwealth troops, and a neutral mediator. Presumably because of the continuing impasse, several nations seemed less willing than previously to participate in such a force. Canada was understood to be one of the very few to have a battalion standing by for possible duty in Cyprus.

The main stumbling block in the UN negotiations was reportedly the refusal of Archbishop Makarios to allow reference in any new arrangements to the right of Turkey to intervene in the island for the protection of the rights of Turkish citizens, as laid down in the 1960 treaties which gave Cyprus independence. Britain was believed to support the Turkish view that rights under the old treaties should be mentioned in any resolution for the Council.

Meanwhile, in Cyprus itself, there were fears that further delay in a UN solution would lead to violence on a serious scale breaking out again between extreme Greek- and Turkish-Cypriots. Reports that the talks between the Cyprus government and a Soviet delegation for a civil air agreement had a bearing on the political situation were denied in Nicosia. It was said the discussions were arranged before the present emergency began.

Above: British officers with Greek and Turkish officers talk to Turkish-Cypriot villagers at Vitsadha, between Nicosia and Famagusta. The Turkish-Cypriot community was being evacuated to a neighbouring village under protection from British troops
Top right: Greek-Cypriot police recruits undergo arms training on a hill in rough terrain outside the capital of the island
Right: A Royal Air Force helicopter carrying Dr Fazil Kutchuk, the Turkish-Cypriot leader, comes down to land at Polis. Several hundred Turkish-Cypriots were being held in a state of virtual siege by Greek-Cypriots surrounding them



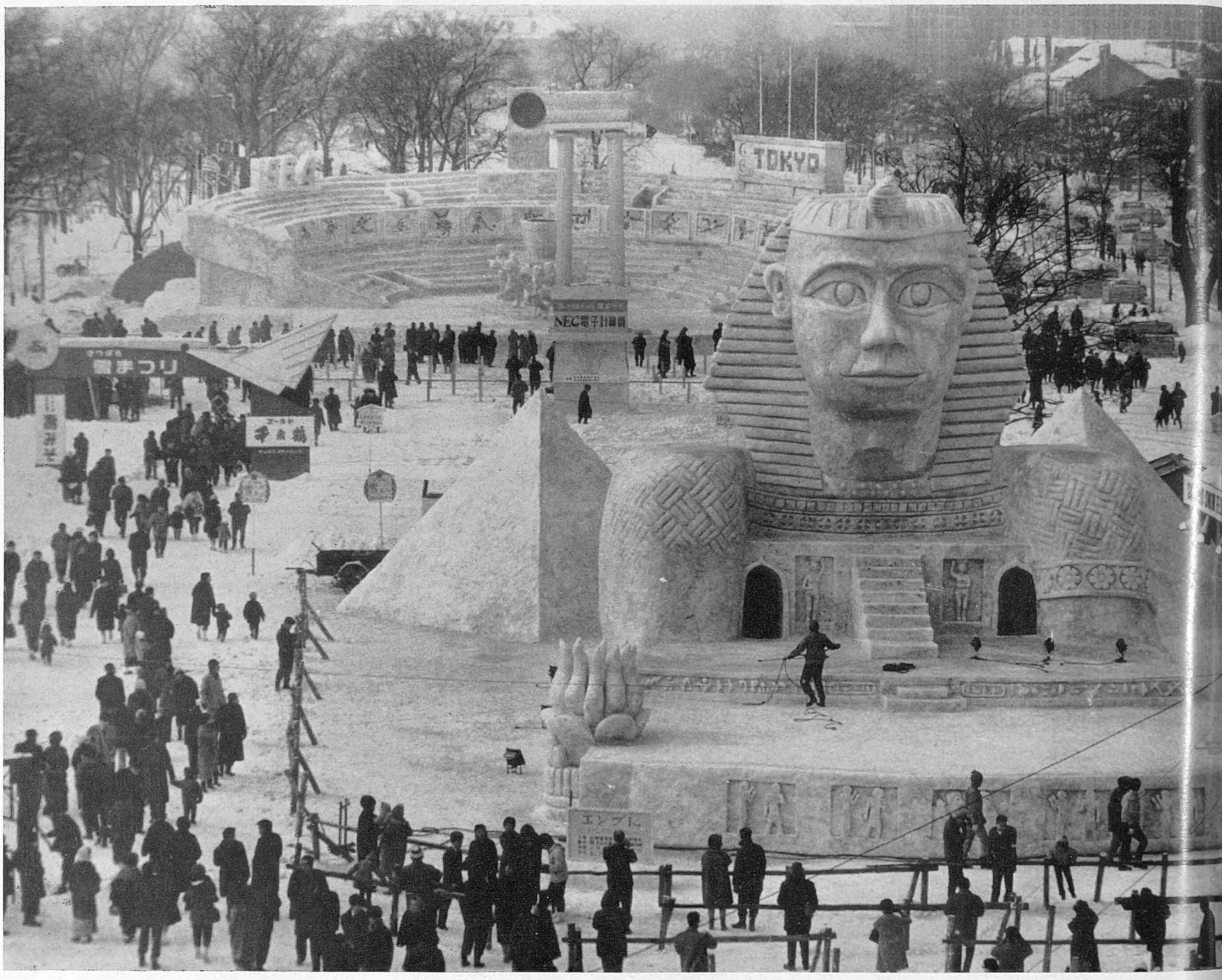
Above left: Turkish soldiers who are part of the Turkish garrison in Cyprus engage in a training exercise which includes mock house-to-house fighting

Left: Dr Kutchuk, Vice-President of Cyprus and leader of the Turkish Cypriot community, is guarded by British soldiers as he drives in an armoured car from the British base to visit the nearby Turkish quarter

Above: British women and children are helped from their aircraft in the early hours of the morning at Lyneham in Wiltshire. They were some of the members of British servicemen's families flown back from Cyprus

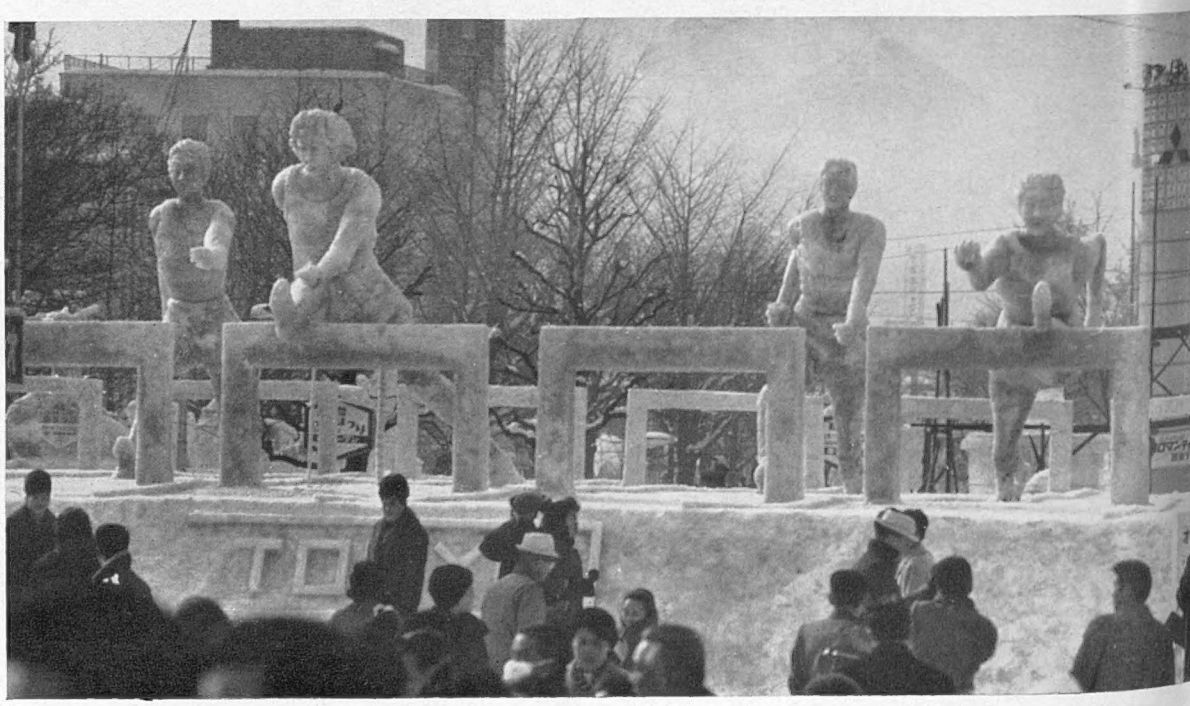
Top: Men of the 26th Regiment Royal Artillery wave as they board an aircraft of RAF Transport Command at Lyneham to be flown to Cyprus

SAPPORO'S OLYMPICE



Inside many a quietly dignified citizen of Sapporo in Japan there is a snowman waiting to get out—and every winter he does. For the city stages an annual snow festival at which the local people are encouraged to give expression to their talent for modelling in snow and ice.

This year the Olympic Games, to be held in Tokyo in October, provided a theme for much of the sculpture that glistened along the city's wide main street. There was, perhaps, a touch of wishful thinking about this, for Sapporo, capital of Hokkaido, the big island in the north of Japan, had put in a losing bid for the next Winter Olympics. But the artistic businessmen, housewives and schoolchildren of the town found consolation for their disappointment in their frozen handiwork—sprinters, hurdlers and part of the 1964 Olympic Stadium, all moulded with extraordinary delicacy and skill. The Olympiad was not, however, the only theme for the sculpture which also included castles, a train and even a Sphinx (seen in the picture above).



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A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

302

A Valentine

The Nation's Valentine was a promise that the Government would spend £2,000 million in the coming year in its defence—over £3 more per head of our population. It is in no sense a bonus. It is merely another sharp rise in the "cost of living" for every one of us, making our individual contribution nearly £40 a head. At that price (Heaven defend us!) the Government undertakes to defend us against the assaults of our enemies. The Government itself, of course, frankly confesses that a hideous proportion of the defence money goes down the drain. Experiments in devising new weapons are inevitably wasteful, out of date before perfected. The Government is on firmer ground when it points out that the principal expenditure is on conventional weapons. "Our police are wonderful," but we sometimes wonder why our little army is dedicated to preserving peace in the four corners of the snarling world, among alien peoples who quarrel and murder each other and are not always grateful for our intervention. To keep this wonderful little police force up to strength and efficiency, there must be monetary inducements, of course, but that's a flea-bite in the big budget.

Lady Dorothy

In recent times the wives of four ex-Premiers have been awarded the G.B.E., and Lady Dorothy Macmillan has outstandingly deserved it. During her husband's premiership, in good times and bad, she remained her natural, unassuming self. She could not have helped him more in any other way. The "expert" who advised us that she will probably not use the title of "Dame" was perfectly correct! A peer created a G.B.E. or K.B.E. would be "unlikely" to call himself "Sir Lord Blank," and Lady Dorothy's courtesy title ranks with that of Marquis. For the moment, the prophets believe, Mr Macmillan, who in his premiership recommended scores of hereditary titles, has no present desire to take one for himself. He has a son in political life to consider and may prefer to follow Sir Winston's lead. I am inclined to think he will be known as Sir H. Macmillan, K.G., O.M., before he joins the Upper House. If he had not a son in politics, and had desired to ennoble his House, the precedent of Mrs Disraeli might have been followed. On November 24, 1868, the Queen complied with Disraeli's request that Mrs Disraeli should receive the hereditary title which was Dizzy's due on ceasing to be Prime Minister. Both she and Lady Dorothy proved perfect wives to Premiers. Queen Victoria was as anxious for Disraeli to remain in politics, even in opposition, as was Disraeli himself. Unlike him, Mr Macmillan forsakes the arms of politics for the toga of literature. The novelist remained in politics, the publisher returns to his books. Each contributed a significant chapter to our political history.

Above: Outside No. 10 Downing Street, the new Canadian High Commissioner in London, The Hon. Lionel Chévrier, is photographed with Sir Alec Douglas-Home. He has also been received by the Queen at Buckingham Palace

Top: The Duke and Duchess of Gloucester at London Airport before leaving on a flight to Bermuda

Above: Outside the British Travel and Holidays Association, stands a Number 11 London bus fitted out as a *Come to Britain* Information Centre for use in Canada and the USA

Top: Sir John and Lady Hunter outside Buckingham Palace with their two sons Michael and Adrian, after Sir John had received the accolade of knighthood

"If"

"If you can keep your head while all about you are losing theirs and blaming it on you . . .". then visit the Strand Junction (Southampton-Exeter Streets, Savoy Court) during the rush hour and, home returning safely, you may "soothly swear" you have passed Kipling's test. You will have kept your eye clearly and constantly on 14 illuminated signs and warnings; you will have followed the right arrow out of many choices; the old rule of the road will have been vindicated, for if you go right you go wrong, U-turns are not for you except where indicated, and if you hesitate, you are lost. Once through, you will have triumphantly passed the test for advanced driving, perfect eyesight, signal poise, and manhood, too. There will be nothing left on the roads of Britain to affright or puzzle you. It's all done by signs and we can't have too many of them.

Warning labels

Mr Pavitt, Labour MP, was given leave recently to introduce his Cigarettes (health hazards) Bill, which would make it illegal to sell a packet of cigarettes not clearly labelled with a warning of the dangers of smoking them. The idea is not altogether new, of course. The Zoo for years has placarded certain pits and dens with the warning "These animals are dangerous" (though "little Tommy's" mother told him they were kangaroos, not dangaroos). But Mr Pavitt's bill is timely and to be

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Above: A British exhibit in the Better Living Centre at the New York World's Fair will be a model railway system, the largest in existence. Bought by Mr Richard Burge of New York, it is the work of Mr Bertram Otto of Thames Ditton, Surrey, who has spent seven years making it. With 2½ miles of "00" track, the model includes a miniature harbour, airfield, rocket launching site, mono-rail, and cable and funicular railways

Above right: A woman police constable adjusts a model of a 1919 policewoman at a London exhibition illustrating the work of the Metropolitan Police

Right: The Lord Mayor of London lays the foundation stone of a new City of London Police station at Wood Street, EC2. On his right is Colonel A. E. Young, Commissioner of Police for the City of London

criticised only on the ground that it is not nearly wide enough. Every motor car should carry a similar warning notice, so should a modern air-gun, a flick-knife, and every sporting gun sold to a "learner." So, too, a bottle of whisky and scores of "innocent" drugs, potentially dangerous if indulged to excess; not to speak of electric blankets, oil stoves and gas ovens. The human race grows daily more infantile and must be protected from its ignorance and unreason. There are of course statistics which set out the odds against various actions taken by individuals involving loss of life, limb or health to themselves, and sometimes one, sometimes another, common source of danger gains priority. Today danger of death from cigarette smoking has priority even over death on the roads. The next holiday-road-death chart may reverse the seeding. But Chance laughs at odds, as the Pools and Premium Bond prizes clearly show. To be safe, BR and the airlines should adopt Mr Pavitt's ideas. Nothing is safe. Hidden dangers lurk in your roof, your cabbage patch and your bedroom. All should be labelled, for "life is sweet, brother." If you are hoping to win the great Tontine you are all in *the Wrong Box.*

Problem of leisure

Expensive plans to help young people to solve "the problems of leisure" were in the news on the same day that a big rally of young people marched on Westminster to demand adequate training facilities for work, and jobs for the boys. Perhaps there is nothing very paradoxical about this coincidence, unless it raised the superficial question of priorities. Which comes first: competence to work or competence to idle? The right answer is not as easily made as one might suppose. Competence in a man's chosen job grows more and more important. The stockbrokers acknowledge it today. The most competent workers are forever asking for more leisure, as insistently as those with too much leisure ask for work. Most employers would prefer to engage a man who had made good use of leisure to one who had devoted his leisure to imbecilities. The root of all evil is at the root of this problem. A man must live and to live above the breadline usually calls for money earnings. There are a thousand unskilled voluntary jobs of service to one's fellows which could keep a worthy man, with leisure to spare, busy and happy all day long, but he needs bread as well as benevolence to keep going and to keep happy. We must press on with schemes to teach competence both to the employed and to the unemployed, and find more and more jobs for idle hands to do. The one-armed bandit and his gang have justified the provision of schools for leisure.

The Old Stager

TRUNK ROUTE TO THE TOP

Jimmy (Alan Bates, right) asks Charlie, a well-bred layabout (Denholm Elliot, left), to share his room and teach him about good living. Centre, their landlady (Pauline Delany)

Opportunist Jimmy (centre) wins favour by fixing an important business lunch for his boss (Harry Andrews)

Millicent Martin plays the boss's pretty daughter, Ann.

Jimmy Brewster in *Nothing But the Best* at the Warner, Leicester Square, is a young clerk in an estate agency for whom nothing succeeds like excess—and that includes murder. The film, a black comedy in which a corpse-filled trunk contributes to Jimmy's clamber to the top, has a lively cast, including Alan Bates, Denholm Elliot, Harry Andrews and a TW-threesome—Millicent Martin, William Rushton and Bernard Levin. It was produced by David Deutsch and directed by Clive Donner, who recently completed the screen version of *The Caretaker* by Harold Pinter and was also responsible for that striking study of adolescence, *Some People*.

The film's authentic-looking fleet of Viking long ships are specially built replicas of 1,000-year-old vessels unearthed by Scandinavian archaeologists

Every epic needs an orgy. The Norsemen drink deeply to get in the right mood

Vikings crack jokes as well as skulls. From left, Widmark, Homolka, Tamblyn

VIKING VENTURE

With Richard Widmark, Oscar Homolka and Russ Tamblyn contributing a Norse vigour that almost sets the screen wobbling, *The Long Ships* at the Odeon, Marble Arch, is a tale of Viking raiders who sail in search of St. James's legendary gold bell.

AROUND ONTARIO

by Derek Patmore

I am always surprised that more travellers have not sung the natural beauties of Ontario for Nature has endowed this Canadian province with some of the loveliest scenery in the world. Tree-covered mountains, lakes and rivers, particularly to the north of Toronto, all combine to make an exceptionally lovely landscape.

Admittedly, Ontario is flatter than the neighbouring province of Quebec, and parts of it are devoted to farming and wheat-growing on a large scale but the stretch of country between Ottawa and Toronto deserves to be better known, for here the great St. Lawrence River suddenly becomes encrusted with numerous small islands and the Canadians call this region The Thousand Islands.

Last summer, I drove from Ottawa to Toronto along the fine highway which links the two towns, and was surprised by the fascination of this less-publicised part of Canada. American tourists who, knowing far more about Canada than we do, come in their thousands to spend summer holidays in this region, appreciate its beauty, but I had not expected to be so attracted by the spectacle of all these small rocky islands dotted about the wide St. Lawrence Waterway. Most of the islands are small and have private houses built on them. They make ideal summer resorts. Travelling in this part of Canada, where only the river divides the country from the neighbouring United States, you realise how much the fate of these great nations is interlocked by geography.

This is made more evident when you reach the town of Kingston, now famous for the Fort Henry Guard. Situated at a strategic point commanding the American approaches to Canada, this great fort, built by the British in 1812, was described by the great Duke of Wellington as " the Citadel of Canada " and was erected as a protection against possible invasion from the south. Alas, in 1812, President Madison of the United States had the bright idea of invading and taking Canada, while Britain was busy fighting Napoleon. So the United States declared war on Britain, but finally suffered a crushing defeat at the Battle of Crysler's Farm, nearby, when 800 Canadians and British defeated 4,000 American troops. This is a fact carefully concealed in American history books, but the Canadians still remember and have built a beautiful memorial to the men who died in the battle.

The vast Province of Ontario is probably one of the most pro-British parts of Canada for the majority of the settlers were of Scottish or English descent, although near Toronto there is a strong German colony, descendants of the Hessian troops who fought for Britain in the American War of Independence but migrated here when the United States became a republic. Indeed, all throughout my journeys in Ontario I was touched to see the Union Jack flying beside the Canadian flag.

Toronto, however, is the real heart of the Province. Built beside the huge lake of Ontario, it is one of the great industrial cities of Canada. With its towering sky-scrapers built overlooking the lake shore, its bustle and thriving big business, it is the most American of the Canadian cities, but like Montreal, Quebec's (and Canada's) largest city, it has a character of its own. Just as Montreal is the centre of French-Canadian culture, so Toronto is a citadel of Canadian-Scottish traditions and many of its leading citizens are of Scottish descent. The University of Toronto is one of the most progressive in the whole of Canada and its University Press publishes an astonishingly wide range of books. Nearby, too, is the Stratford, Ontario, Shakespearian Festival Theatre which has now become world-famous.

It is a moving experience to visit Stratford, for this small Canadian town has managed to capture the spirit of Shakespeare in a remarkable manner. There is even a small river Avon where white swans glide and the Shakespeare gardens are especially beautiful. However, it is the fine modern Festival Theatre that dominates the place. Directed by the British producer Michael Langham, the theatre's young company has now won a well-deserved reputation for its excellence and while I was there I saw its new production of *Troilus and Cressida*, breathtaking in its beauty and in its passionate sensuality. I also witnessed a French-Canadian production of *The Comedy of Errors*, done in the *commedia dell'arte* style, with masks. I understand that this Canadian Shakespeare company is due to visit Great Britain this year, and I prophesy that it will cause a sensation.

There is a certain *continued on page 308*

Above: The Centre Block of Canada's Parliament Buildings in Ottawa. The Buildings date from the 1860's, but the Centre Block, dominated by the 291-ft. Peace Tower, was rebuilt in 1916 following a fire
Right: Niagara Falls, Ontario. Visitors wear oilskins to protect them from the spray
Above right: Toronto, North America's fastest-growing city, has a fine harbour and a towering skyline

Left: The world's highest lift lock is located on the Trent waterway system at Peterborough, Ontario. The beautiful lakes of the Province make it a four-season vacation land

Above: Tourists admire the smart turnout of the Guard at Kingston's Fort Henry. In summer the guard is manned by picked undergraduates from all the Canadian universities

AROUND ONTARIO *continued from page 307*

rivalry between the two great towns of Toronto and Montreal for they symbolise the two main streams in Canadian culture—Montreal is predominantly French-Canadian while Toronto is British-Canadian. Until Montreal built the new Queen Elizabeth Hotel, the Royal York Hotel in Toronto was the largest in Canada and it still remains one of the best. But while I was in Toronto I found that most British-Canadians are sympathetic to the grievances of the French-Canadians and only desire a united Canada. Poised between these two centres is Ottawa which, like Washington, is a Federal capital. Incorporated as a city in 1854, it was selected as Canada's capital by Queen Victoria four years later.

Ottawa has a special charm. It is beautifully situated, and has ambitious plans for the future. The Canadians feel, quite rightly, that their capital should be worthy of their country. For example, Rideau Hall, the seat of the Governor-General, is a beautiful 18th-century building and reminds us, once again, that Canada is no new member of the Commonwealth. Indeed, the Canadians are proud of their centuries-long links with Britain.

There is a certain imperial splendour about Ottawa. The Parliament Buildings are worthy of Westminster and the daily Changing of the Guard by the Canadian Guards Regiment is worthy of the ceremonies in front of Buckingham Palace. Ottawa is also the headquarters of the Canadian Mounted Police, that legendary force which looks after the national security and polices the vast country with such efficiency. I was privileged to be invited to their headquarters and shown over the various departments. Even Scotland Yard could not be better equipped and I was most impressed by the smartness and intelligence of the men working there. But then the Mounties are a corps of the elite, and their training is hard and severe.

The Government of Ontario has long shown a special interest in the historical past of Canada and when the mighty St. Lawrence Power and Seaway Project was undertaken it decided to create Upper Canada Village in the park commemorating the Battle of Crysler's Farm. Old houses and buildings, which would otherwise have been submerged, were re-built and now present a perfect illustration of what the early days of Canada were like. Nearby too is the famous Old Fort Henry, wonderfully restored by Professor Wey and manned in the summer by a picked group of undergraduates from all the Canadian universities. This has become a great tourist attraction.

This, then is Ontario, a Province with its roots deep in Canada's past, but with a modern outlook that is very much part of her brisk and busy present.

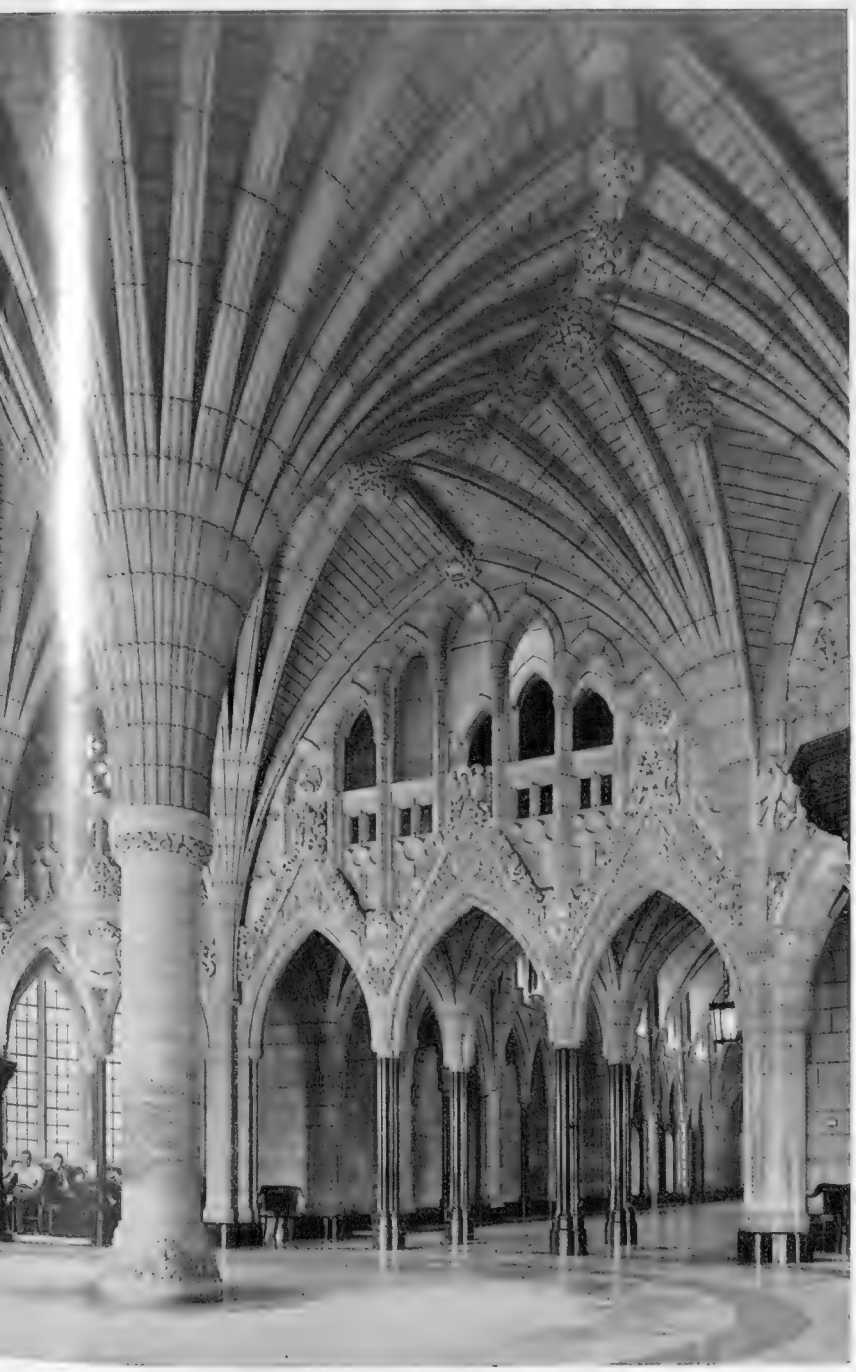
The fourth of an occasional series of articles on the Canadian provinces.

Above: The striking Shakespearean Festival Theatre at Stratford, Ontario
Right: Fine roads—like the Trans-Canada Highway, seen here at Nipigon—are a feature of the Province

Above: The Thousand Islands Bridge over the St. Lawrence River links Canada and the United States at the borders of Ontario and New York

Above left: Duck-hunting on Buckhorn Lake, near Peterborough

Top right: Canada's pioneer past is recalled by these old houses at the Upper Canada Village.
Right: Entrance to the Parliament Buildings
Far right: Paintings depicting scenes of World War I hang in the Senate Chamber



CATHEDRAL IN DANGER

310 For nearly 800 years the great Cathedral at Lincoln has crowned the hill that rises so steeply from the medieval part of the city. From a distance it always looks as though it is floating on air, for it possesses a strange haunting beauty that is unique among the famous cathedrals of the world.

By the end of the 13th century its three towers, all of which were originally adorned with spires, were a landmark for miles around and from that time many famous writers and architects have acclaimed the exquisite proportions of its Gothic architecture. Two disasters overtook the Cathedral of Remigius, first Bishop of Lincoln, who was consecrated in 1067. One was the great fire of 1141 and the second, a disastrous earthquake in 1185. Fortunately, the earthquake did not affect the magnificent West front, with its two lofty towers, which forms part of the present Cathedral, rebuilt by Hugh of Avalon in 1186.

The spires on the towers have long since gone, but many people agree with Cobbett that Lincoln Cathedral is " the finest building in the whole world." Certain it is that the Cathedral's lovely Angel Choir which was consecrated in 1280 in the presence of King Edward I and Queen Eleanor is " one of the loveliest of human works."

Now the Dean and Chapter are faced with the grave threat of another serious disaster to the fabric, for as the Bishop of Lincoln said recently: " Unless extensive repairs are put in hand immediately, there is a danger of a partial collapse, of a major disaster." As a result of the Bishop's sermon and following a successful BBC appeal, £75,000 was raised by the end of June and a start made on the most threatened parts of the building. It is now safe to say that the worst fears of a partial collapse have been averted. Costs have also increased by 15 per cent. during the restoration owing to rises in wages.

At least a further £167,000 will be needed, however, to save the Cathedral and preserve its beauty and grandeur for future generations. Realising the responsibility they owe to so sacred and splendid a heritage, the Dean and Chapter have already authorised a further expenditure of £95,000 in the hope that the response to the appeal will continue to be good.

Much of the damage to the Cathedral is due to its extremely exposed position, for eastwards of Lincoln the next ground of equal height is on the mountains of Central Russia. The rough, honey-coloured Lincoln stone has lasted wonderfully well, but high winds and rain have affected it, damaging the gables and buttresses, and many of the pinnacles are in a precarious condition. Rain has caused corrosion on the framework of the stained glass windows, such as the *continued on page 312*

Right: Lincoln Cathedral's splendid West front has been described as "unparalleled" in Britain or Europe

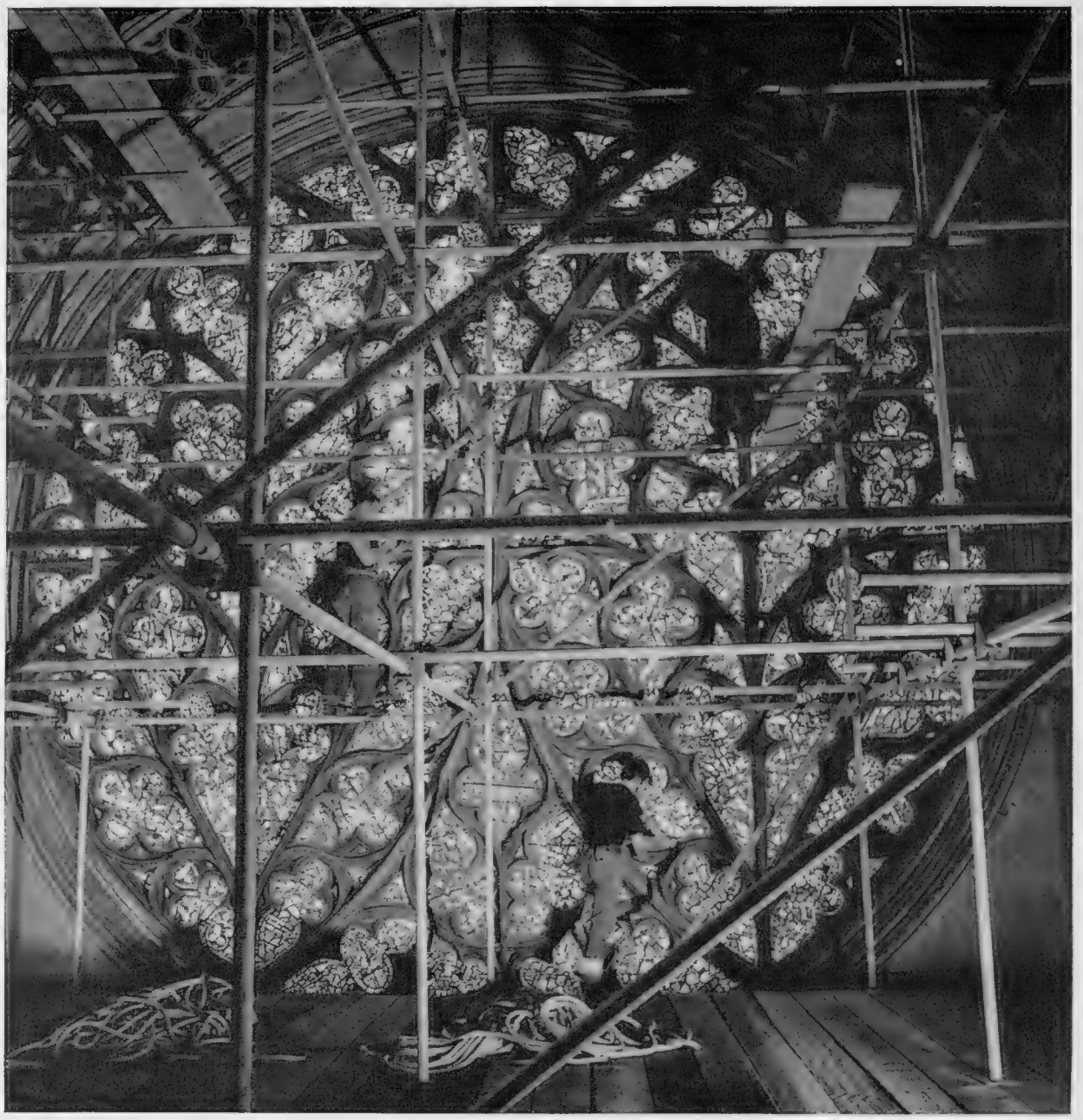
Above: The Dean's Verger, Mr W. E. Barrett, studies a plan in the South Choir Aisle. Behind him is exquisite Early English double arcading, reputed to be unique

Right: A mason at work on a roof pinnacle

Far right: Lincoln has two choirs—St. Hugh's is in the foreground and beyond is the beautiful Angel Choir

Below: Cathedral workmen haul up a plank for the scaffolding erected so that much-needed repairs could be carried out to the vaulting

CATHEDRAL IN DANGER *continued from page 311*

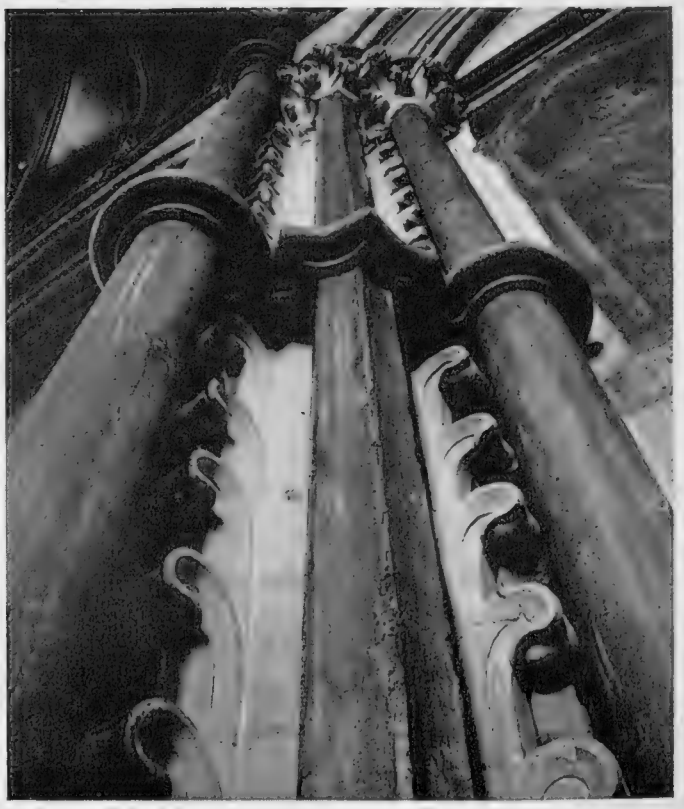


Above: Roof timbers bearing the weight of hundreds of tons of lead have been damaged by death-watch beetle
Top: A modern stained glass window showing King Richard I's visit to Lincoln during the rebuilding of the Cathedral after the 1185 earthquake
Above right: The Bishop's Eye window which had to undergo repairs, made necessary by rust attacks on the iron-work supporting the medieval glass
Far right: Cracked and damaged piers are badly in need of restoration

Dean's Eye and the Bishop's Eye. Winds too have caused serious damage to the huge roof which covers an area of over three acres and any fierce gale at the moment could have a disastrous effect. Already the lead has buckled badly in various places, especially on the South Transept, causing innumerable holes and cracks which let the rain through. A direct result of this buckling has been dampness, spreading decay and encouraging the ravages of the death-watch beetle.

One of the principal glories of the Cathedral is the Chapter House, the first and largest of its kind in Britain. Recently, there has been considerable movement in its walls, but the Cathedral architect has succeeded in keeping this in check.

The Cathedral possesses many treasures, including one of the four surviving originals of Magna Carta and a wealth of medieval stained glass. The Library, designed by Sir Christopher Wren, contains more than 200 early manuscripts and thousands of rare books—including Caxton's *Lives of the Saints*, first editions of Milton's *Lycidas* and *Paradise Lost* and a copy of the very rare *Sea Grammar* by Captain John Smith of Virginia. **John Steel**



BRIAN VESEY-FITZGERALD

LEAPING INTO MARRIAGE

Saturday, as everybody knows, is Leap Year Day. Leap Year Day is very old. It goes back to 46 BC, when Julius Caesar reformed the calendar. So I presume that the first Leap Year Day was in 44 BC. But then Leap Year Day was February 30, for then the month usually had 29 days and continued to have them until Augustus took the 29th day to add to his own month to make it equal in length to the month named after the great Julius: a nice example of Imperial jealousy. Anyway, Leap Year Day has an ancient enough lineage.

This (I mean, reforming the calendar) is, when you come to think about it, rather intriguing. The average man does not bother very much about the calendar; it is not really vitally important to him precisely how many days there are in the year. For him, one day succeeds another, one job another, life goes on just the same, irrespective of dates. Consider your own life. You will, I am sure, find that very few dates are really important to you; your birthday (at least, when you are young), the date of your marriage—and, in most years, you will (if you are honest) admit that you forget that: only a certain chilliness on the part of your wife will remind you late in the evening, or she will remind you herself pointedly, this being the one date in all the year that women never forget, though their memories are, in general, less reliable on ordinary day-to-day matters—perhaps one or two more. But there will be very few all told. The calendar, you may come to the conclusion, is not really all that important. Important to astronomers, of course; important to tax-gatherers. But for the rest? For the rest, the sun rises in the morning, sets in the evening; summer succeeds winter, winter summer. There are many races in the world today who have no calendar, take no notice of dates, and yet they manage perfectly well.

For that matter, the Romans managed perfectly well, and for centuries, with only ten months in the year, beginning in March and ending in December, and do not seem to have made any arrangements about the remaining days. Why on earth should Julius Caesar, a very busy man with much to occupy his mind (hanging on to life was a full-time occupation for Roman leaders) have bothered about reforming the calendar? Why should he have called in an astronomer, Sosigenes, from Alexandria and on his advice have fixed the average length of the year at 365¼ days? And decided that every fourth year should have 366 days? He did it, and he did it so long ago that now we just take it for granted. But I wonder what made him do it? I have an idea that the actual length of the year was not of vital interest to Julius Caesar, that this was basically a political decision. The new ruler has got to be different, to make his mark, in some particular way. We notice it still today with political leaders and the policy statements they issue before General Elections. The difference is that Caesar did it.

Leap Year Day: a day that comes but once in every four years, a rare day. An important day therefore, you would think; the sort of day about which the English with their love of saws

"To kiss a goat on Leap Year Day" is one of the few saws linked with February 29

and proverbs would have lots of those handy little doggerels. I have been able—and I have conducted a pretty extensive search—to find only one and what I take to be part of another. I thought it certain that there would be a good many weather saws connected with Leap Year Day, since it falls at just the time of year when spring is around the corner. I have been unable to find even one. I thought that so rare a day would probably have some significance in witchcraft. I have been unable to find so much as a reference to it in the literature of witchcraft. It seems to me very strange.

Of course, everyone knows that this is the day on which women may propose marriage to men. There is not even a doggerel about that, surprisingly. And I wonder how that story arose? After all, we all know that women make their intentions perfectly plain. They have no need of the aid of Leap Year Day—and few would be prepared to carry a bashful suitor that long anyway. I have been told by a grandmother who is celebrating her tenth birthday today that the correct version is that a girl born on Leap Year Day may propose marriage, not just on Leap Year Day, but on any day of any year. And that seems to me to be more likely.

But to return to saws and proverbs. Searching the literature I came across this: " To kiss a goat on Leap Year Day." No more than that. It sounds to me like the first line of a doggerel couplet, of which the second has been lost. (Perhaps some reader can supply the rest?) As it stands it would not seem to mean anything. Kissing a goat—a billy at any rate—is not something anyone would wish to do more than once in four years! But I wonder if this can have some connection with the story that a woman may propose marriage on Leap Year Day? Goat is often used in a derogatory sense: to indicate someone stupid, someone slow in the uptake. Can it be that the " goat " here is the bashful suitor?

The complete doggerel couplet, the only one I have been able to find, is, as one might expect, also concerned with love. But directed apparently—though I am not sure about this, for it might have been invented by some woman to give housewives a rest—at both sexes impartially.

If you wash on Leap Year Day
You will wash your love away.

THOUGHTS OF SPRING TOURS

BY SYLVIE NICKELS

314 Incredible as it seems now—and, indeed, as it seemed at the time—a year ago on May 28, I was enjoying temperatures well into the seventies off the Norwegian coast, about 120 miles north of the Arctic Circle. To be precise, it was in Svolvaer in the Lofoten Islands, and we celebrated with a picnic surrounded by those sky-scraping walls of mountain which are such a Norwegian speciality.

I remember the date because, having badly mis-timed my departure from Bergen a few days previously, I had missed the opening of the Bergen Festival. And that is the real point of this digression, for the four major cultural events on the Scandinavian calendar all take place in swift succession during the lovely season of the northern spring. This year the dates are: Bergen Festival, May 22-June 7; Sibelius Festival, Helsinki, June 2-11, when the Finnish capital is a mass of mauve lilac; Stockholm Festival, May 26-June 12 (a rich programme includes particularly fine performances in the lovely setting of the Drottningholm Court Theatre); and the Royal Danish Ballet and Music Festival, May 14-31, mainly in Copenhagen. With careful planning, a little of each could be combined in one grand music and drama tour of Scandinavia. Notable opera and drama event in Germany is Wiesbaden's International May Festival.

Spring, of course, is a marvellous time anywhere, and from the fjords of Norway to the clover fields of Malta, most of Europe becomes a shifting pattern of blossom. Naturally, things happen earlier in a place like Malta, where, in fact, there is a little bit of spring the winter through. But the Easter departure which is being planned by Inghams Travel (26 Old Bond Street, London, W.1) to the brand new holiday island of Comino should coincide very nicely with the Mediterranean spring. It leaves London on March 22, returning April 5 and costing 79 gns. Comino is placed in the middle of the four-mile strait which separates Malta from Gozo so it is in a strategic position for excursions to both the larger islands. With donkeys providing the fastest means of transport on Comino itself, it should be the ideal escapist spot to which the new hotel, from all accounts, will add even more than the necessary comforts.

Paris is one of those places inevitably associated with the spring and, though Easter falls rather early this year, it would be worth taking advantage of the series of five-day Easter-in-Paris arrangements of Swan's (260-261 Tottenham Court Road, London, W.1), especially if this is a first visit. Swan's have found an excellent solution to the "where to eat" problem for those who do not know Paris well. A set of meal vouchers leaves you free to try any or all of 20 restaurants in different parts of the city. There is also a choice of eight different excursions (including Fontainebleau, Chartres and, of course, Paris by night).

Spring is the obvious time for botanical tours and, as a setting for flower-seekers, the historic sites of Greece would be hard to better. The Society for Hellenic Travel (agents, Fairways and Swinford, 18 St. George Street, London, W.1) are again arranging a tour of the sites and flowers in Greece, accompanied by botanical experts, which not only visits some of the Greek islands, but some less usual parts of the mainland as well. The dates are April 18 to May 2, the cost 171 gns. Alpine flowers provide the theme of a Lammin's Luxury coach tour to Switzerland with plenty of time for leisure (three nights at Zermatt, two nights in Locarno, three nights in Arosa, four in Pontresina and one in Klosters). The first departure is on June 9, the cost for 14 days, 104 gns. Lammin Tours are at 67 Blenheim Terrace, N.W.8. On May 24, Harold Ingham Tours (15 St. John's Road, Harrow, Middlesex) have the first of two departures to Vienna for the International Garden Exhibition—said to be the largest of its kind ever held in Europe—with private coach excursions to places of horticultural interest outside the city. For 15 days, the cost is 52 gns (19 gns extra for travel by air).

For the bulb fields of Holland, there are arrangements lasting as little as a day (by British Railways, using the overnight Harwich-Hook of Holland service), but one for the true gardening enthusiast is organised annually by the National Gardens Guild (38 Harrowes Meade, Edgware, Middlesex). The dates for 1964 are April 27 to May 6, and the itinerary includes not only the more obvious floral aspects of Holland, but provides an opportunity to meet and compare notes with Dutch gardeners. The cost is about 44 gns.

This is an appropriate point at which to remember that we have our own bulbs and blossoms in Britain, too. Tulip time in the bulb fields of South Lincolnshire, for example, provides a memorable scene, usually from the end of April to mid-May. The apple-blossoms of Kent and the cherry-blossoms of the Teme Valley of Worcestershire towards the end of April are other notable spring features, and the RAC's excellent signposted routes along minor roads in these and other areas provide opportunities for some lovely weekend motoring to celebrate the end of winter. As the best times vary each year, it is advisable to check nearer the season.

Escorted coach tours of British gardens, in the company of experts, are a pleasant feature of the Galleon Tours programme (Eccleston Court, Gillingham Street, London, S.W.1). The itinerary passes through the Cotswolds, Wye Valley and North Wales, visiting gardens large and small, formal and informal for a total of seven days. The cost is £32 and the first departure on May 12.

Yet another Gardens Tour takes the form of a cruise on board the *Meteor*, once again arranged by the National Trust for Scotland (5 Charlotte Square, Edinburgh 2). Leaving Ardrossan on May 16, it visits some of Scotland's highlights in gardens as well as magnificent coastal scenery and the island of Skye, before returning to Ardrossan on May 22. The cost is from £55 to £150. Ireland, too, has a garden tour organised by the Northern Ireland Committee of the National Trust (82 Dublin Road, Belfast 2), but in fact touring the gardens of south-west Ireland. Also lasting seven days, by coach, the cost is 44 gns.

Above: Codfish drying at Svolvaer, a fishing centre in the Lofoten Islands off the north coast of Norway

Top: Timbered houses and stone flags in an old street of Bergen, one of Norway's principal ports.

Above right: The town of Arosa in the Swiss Alps

Right: Acre upon acre of tulips, the colourful reward for a spring tour in Holland

Far right: A 200-bed hotel under construction on the island of Comino, off Malta

GETTING THERE FAST

Travel services by land and sea are continually under revision as new links are opened between travel centres of the world.

To leave Paddington at eight o'clock in the morning and arrive at Killarney at eleven o'clock that night will be possible when new train and steamer services are introduced this summer by Western Region of British Railways in association with Coras Iompair Eireann (Irish Railways). Connecting services will also be provided to Cork, Limerick and Dublin, via Kilkenny. The extra sailing which will provide this facility will be available each weekday between June 15 and September 26, departing from Fishguard at 2.30 p.m. and from Rosslare at 12 noon. From June 8 to 13 sailings will accommodate car passengers only, and no train connections will be provided for ordinary passengers. The car carrying capacity of the *St. David* is being increased and drive-on drive-off facilities provided at Fishguard Harbour.

Sabena announce a direct service by Caravelle between Manchester and Brussels commencing on April 1. These flights will operate with a morning departure from Manchester on Mondays, Thursdays and Saturdays, and in the evenings from Brussels every Wednesday, Friday and Sunday; both first and tourist class accommodation will be available.

A new venture for Air France is the introduction of long-distance all-inclusive tours by air. There's a 48 day round-the-world tour with stops at Delhi, Jaipur, Agra, Benares, Katmandu, Bangkok, Hong Kong, Sydney, Tahiti, San Francisco and Los Angeles. The air fare is £480 14s and the land arrangements, which include all accommodation and sightseeing, amount to £322 11s, totalling £803 5s in all. Other of these "Welcome Tours" as they are called, include extensions to Japan or New Zealand, Mexico and New York, while there are individual tours to South America, Mexico, Japan, Hong Kong and Bangkok, and to India. These tours are not cheap, but they meet the needs of so many people these days who want to travel independently yet prefer all their arrangements laid on in advance. While Air France looks after the passenger in the air, Thos. Cook looks after the passenger on the ground. A new car-sleeper service is to be introduced between Dusseldorf and Munich, leaving Dusseldorf on Monday and Wednesday evenings at 22.24 hours and arriving in Munich at 08.00 hours the next morning. The reverse service will leave Munich at 22.25 hours on Tuesdays and Thursdays, arriving at Dusseldorf at 07.50 hours.

Four companies in this country offer cruises on the Rhine which can be booked through most travel agents. Yacht Holidays Ltd. operate 11, 12 and 15 day cruises from May right through to September, so do European Yacht Cruises, which include the Moselle as well. Cornelders Travel and Shipping Company operate eight and 15 day cruises to Ruedesheim and Basle, and Friendship Tours Ltd. run an eight day cruise to Ruedesheim.

Regular services between Rotterdam and Basle begin from Switzerland on April 1, and from Holland on April 5. The ships used by the Cologne-Dusseldorf Rhine Steamship Company offer the comforts and service of ocean-going liners with even a swimming pool on board. A single journey costs from £28 15s and a ten day round trip from £54 10s. Independent Rhine cruises between Rotterdam and Basle are also run by the Alpina Rhine Line. **W.D.C.C.**

THE GREAT PARTY-GIVER

316 **The Celebrity Circus** by Elsa Maxwell: W. H. Allen. 21s. If ever an autobiography would have been improved by an index it is this one by the late great party-giver whose *forte* was meeting people, entertaining people and, as the present book will show, enjoying the company of people. It could reasonably be said that Elsa Maxwell led a social life and that a great proportion of her friends were celebrities, hence the apt title though I agree with Mr Noel Coward who, in his introductory note, says that he would have preferred this if she had left out the " *The* ". I also agree with him when he writes that "a great many people, both celebrated and otherwise, owe Elsa a great deal more than some of them are prepared to admit". That there were other preoccupations in her life is illustrated by a little story which he tells of meeting her one night in the late '20's at the height of the Paris season, quite alone and, as he puts it, stealing furtively home to bed with a good book. Her own book, as one would expect, is studded with the starry names of princesses, film stars, composers, multi-millionaires, politicians and singers. More importantly from the reader's point of view it is amusing, lively and shot through with her own typical high spirits.

The Wolves were in the Sledge by Stella Gibbons: Hodder & Stoughton. 18s, is that welcome event: a new novel by one of England's wittiest writers. It is also something of a *tour de force* since Miss Gibbons has chosen to tell the story in the words of a seventeen-year-old girl very much in love with her young husband who fits the term lay-about as exactly as any fictional character I have met. Nancy nevertheless loves her Toby and accepts the fact that a nine-to-six job would not only be anathema to him but quite unthinkable. He lives from day to day but not entirely from hand to mouth as his capacity for interesting rich people in the fortunes of an attractive young couple is almost unlimited. This, then, is the tale of the exploits of Nancy and Toby, whether helping well-heeled Americans to trace their English ancestry or posing for those plushly coloured advertisements which show good-looking youths and girls having a splendid time with horses and huge cars. As this is not a moral tract neither Nancy nor Toby come to a sticky end; just a completely unexpected one and I do recommend this amusing, very civilised book for your enjoyment.

The Great-Aunts by Jean Ross: Hutchinson. 21s, is one of those novels of such a calm and steady tempo that one can be lulled for the first pages into thinking of it in no warmer terms than competence and good technique. In fact, Miss Ross's book has two qualities which lift it out of this class: she is a born story-teller and she is one of those authors whose genuine interest in the characters she creates gives them something more than a fictional life. As before, the setting is Scotland as well as London and the story is told largely in terms of dialogue. A satisfying novel.

My Flat and Her Apartment by Allan Turpin: Michael Joseph. 21s, is a tale of three cities: London, Paris and New York. It is also the story of a slightly stuffy Englishman and the young girl from Arizona whom he meets and loves. It is thirteen years after their parting before they meet again and by this time the rather condescending lover is to find a poised and efficient business woman who can give him a few pointers on matters both practical and romantic. Readable, and not too solemn.

The Gentle Heart by Barbara Goolden: Heinemann. 18s, tells the story of an elderly woman, the widow of a schoolmaster, whose family, as seems to happen more frequently in this country than any other in the world, decide that she is too frail to live alone, that they cannot undertake her lodging with them and that the best place for her would be in some kind of establishment for the ageing. She would, in fact, be far better off in a Home, if they are to be believed. The lady in question, however, shows unexpected spirit and far too little docility. Miss Goolden writes with compassion and humour and adds to her fine reputation with another novel as sensitive and feeling as it is sound in construction.

Be My Guest by Elizabeth Cadell: Hodder & Stoughton. 15s. When a novel opens with the line " It was a good year for strawberries " one is entitled to think that one knows in general terms how it will progress from there. It will be about the English countryside, it may have a touch of the rural or the quaint and it will inevitably be about young love against a background of tennis parties. The book which Miss Cadell has actually written is set in Portugal, which the author knows well, is light-hearted but full of good sense and hasn't a touch of banality.

The House That Died Alone by Ursula Bloom: Hutchinson. 15s, turns out to be—to nobody's surprise—a romantic story about a

DIPLOMACY AND WAR

Who Helped Hitler? by Ivan Maisky: Hutchinson. 25s.

The Battle for the Mediterranean by Donald Macintyre: Batsford. 25s.

Norway 1940 by Bernard Ash: Cassell. 42s.

The Suvla Bay Landing by John Hargrave: Macdonald. 30s.

Regiment of the Line by Cyril Ray: Batsford. 28s.

Chaucer in His time by Derek Brewer: Nelson. 25s.

Ivan Maisky, who was Soviet Ambassador to London from 1932 to 1943, was an able diplomat who served his country well. He was deeply involved in those agonising months before the Second World War when Britain made a pact at Munich and the Nazi-Soviet Treaty was negotiated by Ribbentrop. They were appalling events, and one could argue in lengthy detail as to which was the more disastrous. Mr Maisky's latest book *Who Helped Hitler?* roundly condemns the British and French appeasers, but defends the pact with Hitler as something that was forced on Stalin. The reasoning is by turns shrewd and crude, but this attempt to cast the whole blame for the outbreak of the Second World War on the British Government, and accordingly to absolve the Soviet Union, hardly reminds us of the smooth diplomatic Maisky we knew, and it seems, indeed, to be in part the work of some ghost writer in the Kremlin. Apart from this effort to justify the Nazi-Soviet pact, which obviously lies heavy on the Russian conscience, there is much in these memoirs of genuine historical interest, as witness the account of the Ambassador's icy reception at the Lord Mayor's Banquet in 1932, and there are fascinating and clearly authentic pen portraits of Chamberlain, Halifax, Vansittart, and Runciman. Perhaps what emerges most clearly from the whole sorry story is how badly we all acted, east and west alike, when obsessed by fear.

The twists and turns of pre-war diplomacy, if such sordid manoeuvres deserve such a name, were as nothing to the twists and turns, the ifs and buts, of the campaigns that followed in every corner of the world. Among the most crucial was The Battle for the Mediterranean, a battle for control of the sea and of the supply routes round that sea, with Britain for long labouring under the huge disadvantage of the 14,000 mile haul round the Cape of Good Hope as against the Italo-German supply route of a few hundred miles across the central Mediterranean. Captain Donald Macintyre describes the three years of bitter struggle on, above, and below the Mediterranean in a volume that brings us to the grand climax of Alamein with Rommel at last outnumbered, outgunned and faltering for want of supplies of every kind. Here is a picture of the strategy of war presented with lucidity and in fair perspective.

In the Mediterranean indeed Britain and her allies at long last got to grips with their formidable foe. The chaos and frustration of the earlier years, when Germany, the master of Europe, stood in the centre of the ring, are exemplified by Bernard Ash in his well documented narrative *Norway 1940*. The battle fought along the shores and fjords of Norway in the spring of that year was brief, untidy, and frustrating. Mr Ash says that it showed us how totally unprepared we were to fight the Germans both in regard to training and equipment; only the spirit was there. Norway did something else. The campaign contributed to the downfall of Chamberlain, ensuring the succession of Churchill and the hope of better things to come. One man who emerges boldly from these pages is that happy warrior Major General Carton de Wiart, a senior British officer, who as it happened had been in Poland at the time of the blitzkrieg and who knew the German war machine for the mighty destructive weapon that it was. The pity about it all was that the war cabinet did not consult Carton de Wiart direct, and he had to make his points in a series of urgent signals from the Norwegian battle area. Too little and too late was the lesson; and meanwhile the rest of us were blithely singing about the washing on the Siegfried Line.

And so the soul-searching goes on. John Hargrave's *The Suvla Bay Landing* is another war history that looks back on frustration and mismanagement. At this place and point of time (August, 1915) the Turks were outnumbered by 20 to one and they were taken by surprise. But somehow it all went wrong, and John

manor house near an Essex estuary haunted by the ghost of a 17th-century girl weeping for her young Dutch lover. Nearer our own day an Englishman comes to the house with his young Dutch wife but their happiness is marred by the little ghost and finally they leave the house so that it can, as Miss Bloom puts it, die alone. Easy to read and a change from the mundane.

The Silence of History by James T. Farrell: W. H. Allen. 21s, has, we are told, some parallel with the author's early life: a Chicago childhood in an Irish neighbourhood that was not quite a slum, a university education and a variety of jobs, most of them fairly lowly, and all of them essential to his livelihood. Mr Farrell has not changed much in style since his shattering trilogy about Studs Lonigan. He writes forcefully, even brashly, and carries a receptive reader along on a wave of words and action. Sometimes that wave carries a pretty sharp undertow and certainly Mr Farrell is not a writer for the squeamish.

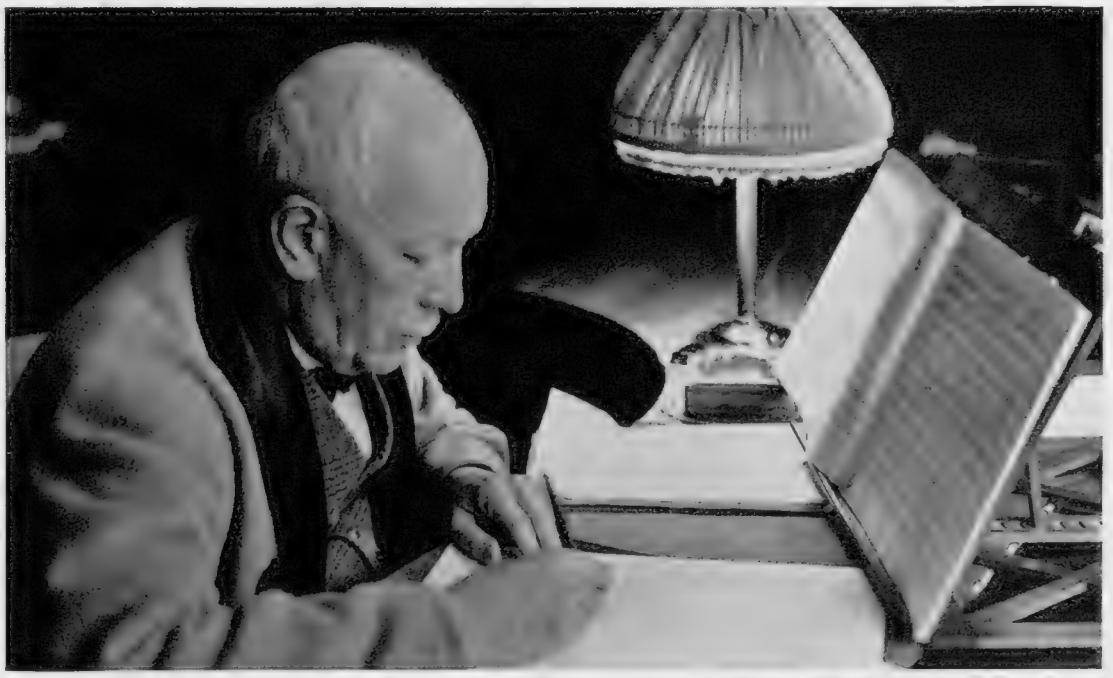
Disaster at Dungeness by Ronald Johnston: Collins. 16s. The sea channels of Dungeness must be some of the busiest in the world and this genuinely exciting adventure story tells of a super-tanker completing her maiden voyage in that region and captained by a man whose last night at sea it is after 45 years of honourable service. When his ship is involved in a collision it means far more than the material damage done; a matter of reputations, of deaths and inevitably of finance. Mr Johnston writes clearly and his story is to be recommended to those who appreciate the human element in a situation of great suspense. **Vernon Fane**

Hargrave, skilfully interweaving two levels of knowledge, that of the historian and that of a man who was actually on the spot, describes the course of events in vivid detail. Here again an heroic figure emerges in the British ranks, the redoubtable Sir Ian Hamilton, another happy warrior, who to the end was dead set against evacuation and who embodied the spirit of ultimate victory.

As a Lancashire man, as an historian, and as an eye-witness of war, Cyril Ray is trebly qualified to write the history of the Lancashire Fusiliers. Over 275 years old, this Regiment of the Line, the Twentieth of Foot, has known some stirring times, fighting at the Boyne under William of Orange, marching up the slope under the French fire at Fontenoy, tumbling the French cavalry at Minden, and serving indeed on a host of fields before helping to complete the German encirclement at Cassino. In tracing the regiment's history Mr Ray is at pains to describe the major actions against the strategic background, thus adding greatly to the general interest of his narrative.

Finally turning from war to peace there should be a sure welcome for Derek Brewer's *Chaucer in His Time*, in which we are shown the extent to which Chaucer's poetry, with all its humanity and humour, had roots deep in the life of the poet's own age. Dr Brewer here re-creates the 14th-century scene with loving care, and Chaucer himself, the courtier, the court official, and the poet, living happily and industriously amid a torrent of prosperity. **Richard Edmonds**

STRAUSS CENTENARY



RICHARD STRAUSS, the last of the great German composers, was born in Munich 100 years ago. To celebrate his centenary, the city of Munich is staging a *Richard Strauss Festival* in which many of his operas (such as *Der Rosenkavalier*, above) will be performed. Strauss (top, working on a score towards the end of his life) was 85 when he died at Garmisch in 1949. As a composer of operas, symphonies and songs, and as a conductor, he was already world famous in 1904, when he made his first concert tour of the USA. In 1905 the first Strauss Festival was held in London, and the same year saw the world premiere of *Salome*. The Munich Festival concludes on March 15 with a performance of *Arabella* in the National Theatre.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **J. ANSTEY**

Mr John Anstey, C.B.E. (Mil.), was appointed head of John Player & Sons, cigarette and pipe tobacco manufacturers, on New Year's Day, 1957. Born at Tiverton in Devon in 1907, he was educated at Clifton and Trinity College, Oxford, before joining the staff of Mardon Son & Hall Ltd., printers, of Bristol, in 1927. In 1939 Mr Anstey was enrolled as a Territorial Officer with the 6th Battalion Somerset Light Infantry (Prince Albert's) and, after attending a war course at the Staff College, Camberley, in 1941, served as a Staff Officer in North Africa, France and the Far East. He was demobilised in 1946 with the rank of Brigadier. In addition to being Mentioned in Despatches and created C.B.E., he was awarded the Croix de Guerre and the Legion of Honour by France, and the Legion of Merit by the USA. On demobilisation he joined John Player and Sons as Assistant Sales Manager, and became Sales Manager the following year. Appointed to the Board of the Imperial Tobacco Company (of Great Britain and Ireland), Limited in 1949, Mr Anstey attended the Advanced Management Programme at Harvard University Graduate School of Business Administration in 1952. He is a Member of the Council of Nottingham University, the Honorary Colonel of Nottingham University OTC, a Member of the Committee of the Nottinghamshire and Derbyshire Branch of the Institute of Directors, Chairman of the Nottingham Branch of the Industrial Savings Committee, and a Governor of Clifton. Married, he has a son and daughter

DECENTRALISING SECRETARIES

by The Sphere Industrial Correspondent

A gentleman wrote to *The Times* a week or two ago, arguing that the reason often advanced for staying in Central London, that of necessary contacts with important business acquaintances, was overdone. It might be necessary for the managing director, he argued, but it certainly wasn't necessary for less important people, such as his accounts department or, say, his secretary. These, he argued with apparent conviction, could be decentralised to, say, Richmond. Only the key people needed to remain in the city.

This conjured up a fascinating picture of a managing director in Central London and his secretary out in the suburbs. Although there are times when not being at the beck and call of a secretary is a mercy—say between nine and ten in the morning—the idea as a permanency sounds slightly grotesque. Nevertheless, the correspondent had picked on a central issue. In this whole business of whether or not to move one's headquarters out of London, secretaries are key people to consider (almost as much so as managing directors).

In New York a few years ago I remember talking over the same problem with a large corporation that had packed up, lock, stock and barrel, and moved right out to White Plains, and then changed its mind and come right back again not very long after. " Personnel were the problem," one of the board members told me. " Quite a proportion of your old staff take off after a few months, and you can't hire comparable people in your new location. Particularly secretaries and stenographers. They're gold in New York anyway. (D'you know any English secretaries who want to move?) But we found that for our girls that chance to window shop on Fifth Avenue in the lunch hour is a real part of their salary. If you can't pay it, they'll find someone else who will."

I don't know whether the lure of the shop-windows of Regent Street is quite as powerful an appurtenance of " top secretaryship " in London as those of Manhattan are for New York. But they are of importance. There remains a distinct differential, for example, between the City and Mayfair, in that you can often hire the same girl for about a pound or so a week less to work there than in the City itself. Moreover, I am told by friends who have moved to no more decentralised locales than Millbank or Bayswater that their main problem, already, is getting the right kind of secretary to come out there to work for them.

This is in part a matter of transport, quite aside from the nature of the neighbourhoods. London's surburban and even central train, bus and underground network was designed to deliver people quickly to congested central points like the Bank, Charing Cross and Oxford Circus; much less easily to points on " the inner circle "; hardly at all, unless people happen to live close to the right line, to places like Finchley, Streatham, Chiswick or Horsham. So the people who work for an office that decides on real decentralisation have themselves to think of moving house too. But when they happen to belong to classes of skilled labour that are as scarce as good secretaries are today, they may prefer to change their job rather than move house. If they do their value is likely to give them quite a range of alternative choices.

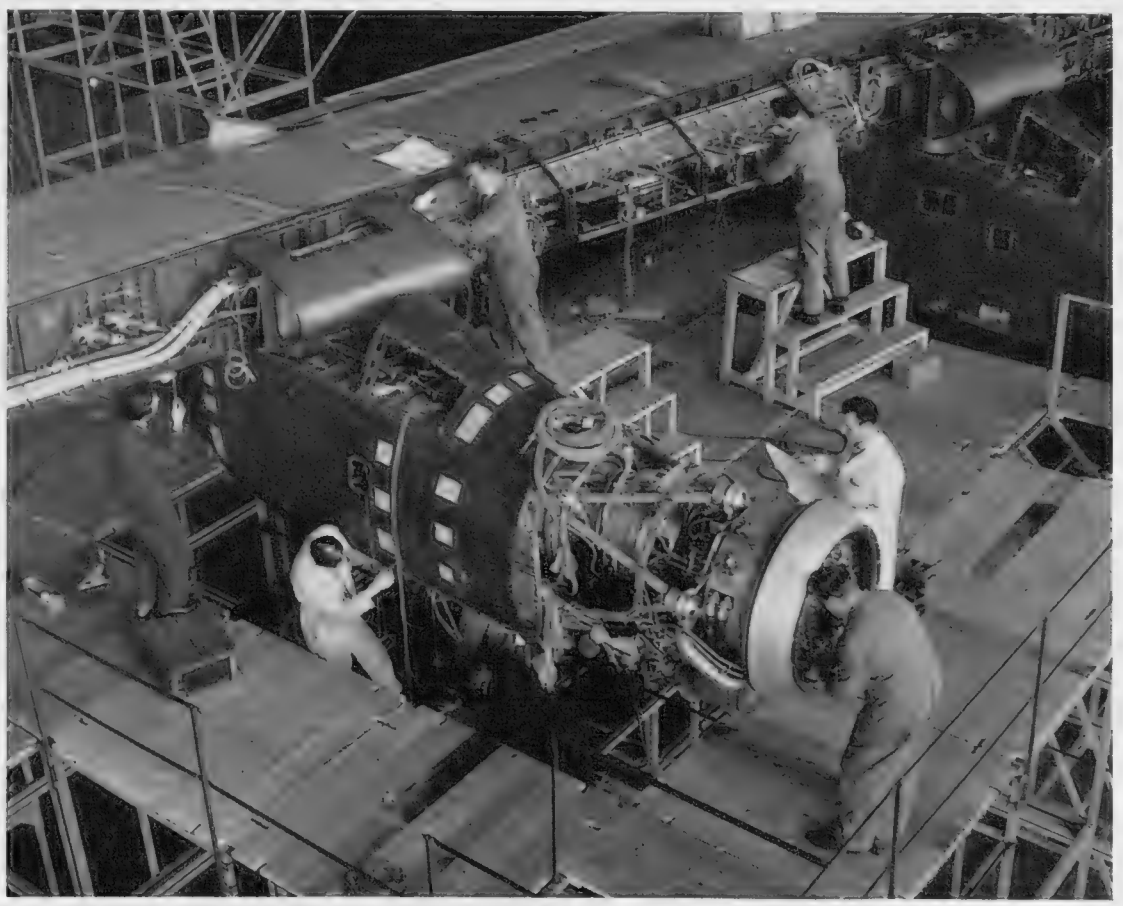
People are thus the problem of decentralisation, just as they are the problem of centralisation that the movement outwards was set in train to solve. The Location of Offices Bureau set up in London last year has been achieving a number of significant successes—aided by the continued inflation of site values and eventually of rents in the centre of London, though the actual upward pressure of rents has probably slowed in the last year. In the last ten years, more than 100 companies have moved headquarters right out of London, and a considerably larger number has probably decentralised from the actual city centre.

Nevertheless, managements understandably want a lot of persuading. The majority of firms inside London are not paying the kind of rents now asked for new buildings—anything from 40s to 80s a square foot. They are still paying rents set under long leases either just after or even before the war, more like half that. Moreover, the cost of office building has now risen considerably, so that site values are not automatically the main determinant of price. The same modern building that one might consider putting up near St. Paul's costs less when it is put up in Finchley; but not as much less as all that, for the final business of renting space in it. Return to people, the main element of cost for any headquarters: you cannot get staff much more cheaply outside London and with some key staff you may have to ease the transition by actual increases in salary.

The foregoing, perhaps, loads the argument too far. Where a large part of an office force is on routine work—say typing pools, machine accounting, record filing and the like—it is easier for a firm to move whole departments, and plan long-run recruitment and training programmes to keep them staffed, than where the accent is on individuals. Far too often large areas in London offices are used for the physical storage of records that cannot justify even the out-of-date rents being paid for them now. Moreover, eventually each firm faces a moment of truth about the real estate that it occupies; when a lease comes to an end. If the lease has been long, the difference between what one has been paying and what the market value of the space is now can mean quite an agonising reappraisal.

Persuasion and explanation of advantages is one way for the Government to try to ease the inward pressure towards London (and certainly the number of firms decentralising so far counts for little against the steady growth in the number of commuters). There are some other factors affecting business choices. It is no longer quite as easy to increase the office space in London by rebuilding. The developer is now limited in terms of office space, not of " cubage " (into which he could pack the maximum of rooms by lowering ceilings). The new legal regulations for standards inside offices (akin to factory regulations) may have diverse effects. They could make for a renewed increase in London office building development, but they will certainly make it more and more difficult for firms to hang on in old cramped buildings that may be 20 years behind in rents, but are also 50 or more years behind in amenities. If so, the end of an era of artificially low costs will approach so much the faster for many London offices.

Parking charges, again, are certain to rise over the years, even if the minicar is an efficient method of moving people into and out of London. Many offices now provide sizeable garages—but space inside these is valuable, too, and may eventually be charged for even to one's own employees. And ultimately, if it wants to, any government has further measures to hand, should the congestion become unbearable. It could levy a special tax on companies that choose, despite everything, to keep their headquarters " at the heart of things."



One of the four Rolls-Royce Tyne turboprops is fitted onto the wing of a Short Belfast SC.5 strategic freighter, at the Belfast factory of Short Bros. & Harland Ltd. Ten of these aircraft are on order for the RAF. Virtually all the electric cabling for the freighters has been manufactured by British Insulated Callender's Cables Ltd., a total of over 1·2 million yards of cable being involved for the ten aircraft. In addition to this, BICC Uninyvin 22 cable is used extensively in the aircraft's blind-landing system

BRITISH INDUSTRY

THE JOHN THOMPSON GROUP

320 Perhaps the most striking feature of the John Thompson Group is its diversification of products. Founded nearly 140 years ago as makers of iron canal boats and the primitive boilers of those days, the Group today embraces 30 companies, with many factories in Britain and the Commonwealth, and with representatives and manufacturing agents in most other parts of the world. The specially taken photographs shown on these and the following two pages typify some of the work carried out at the Ettingshall Centre of the John Thompson Group, near Wolverhampton, Staffordshire, where the majority of the 8,500 employees are based.

The progress of the John Thompson companies has been synonymous with the development of Britain's heavy engineering. Research over the years has resulted in the application of new design and production techniques in a multiplicity of industries in which the companies are engaged. Several of them maintain the traditional John Thompson association with boilermaking. Efficient steam-raising plant is designed and manufactured for all branches of industry and commerce, from the smallest industrial installation to the largest power station, for solid, gaseous and liquid firing in packaged or site-assembled form.

In recent years John Thompson companies, through membership of the Nuclear Power Group, have made an important contribution to the construction of Britain's nuclear power stations at Berkeley, Dungeness and Oldbury where their supply included reactor vessels, heat exchangers, ducting, pipework and tubing, fuel handling machinery and structural steelwork. The long association with the production of efficient steam generating plant has naturally resulted in several of the companies becoming specialists in the design and manufacture of ancillary equipment. One company is responsible for the manufacture of water treatment plant and equipment for trade effluent treatment. Another specialises in the

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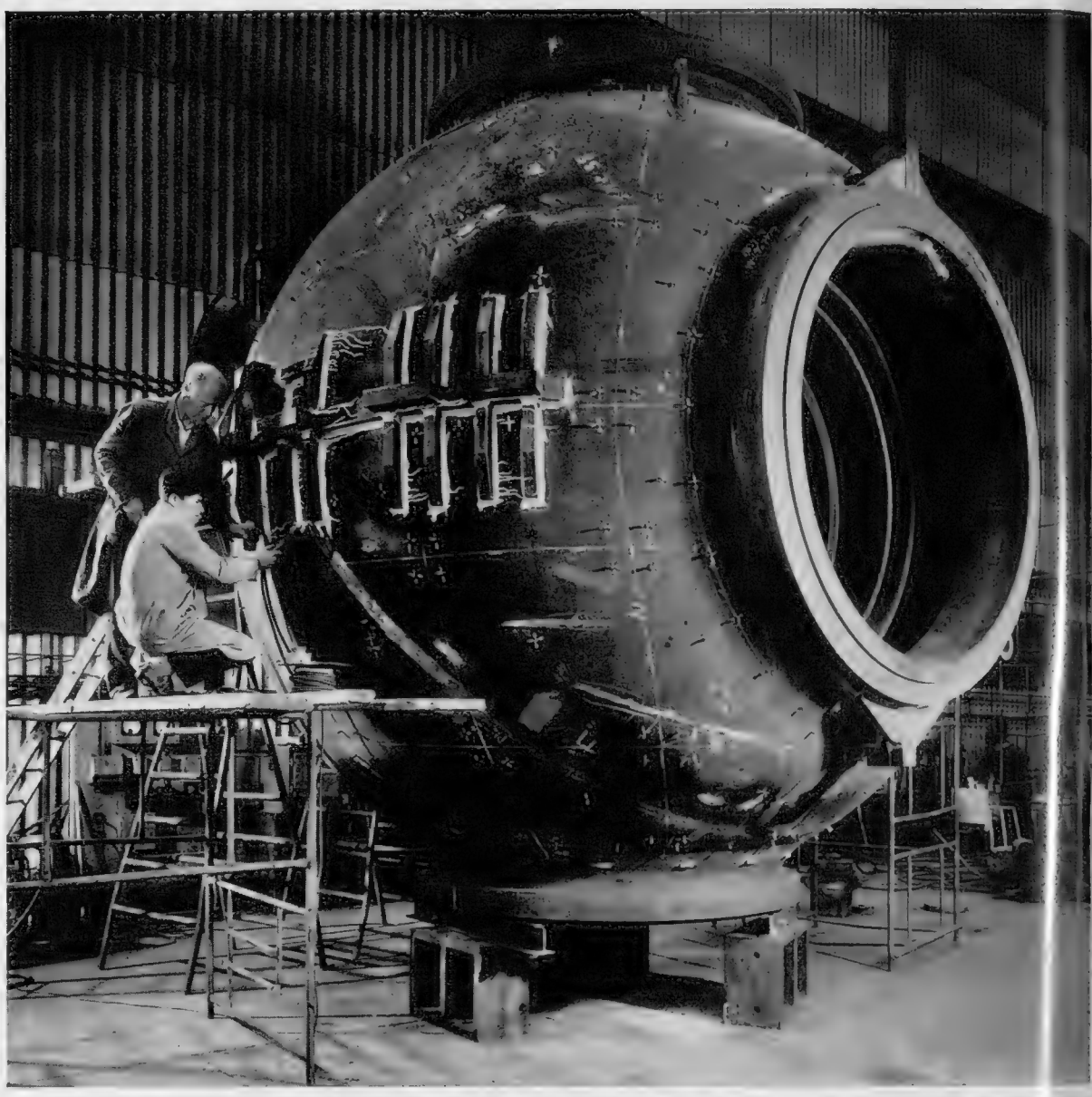
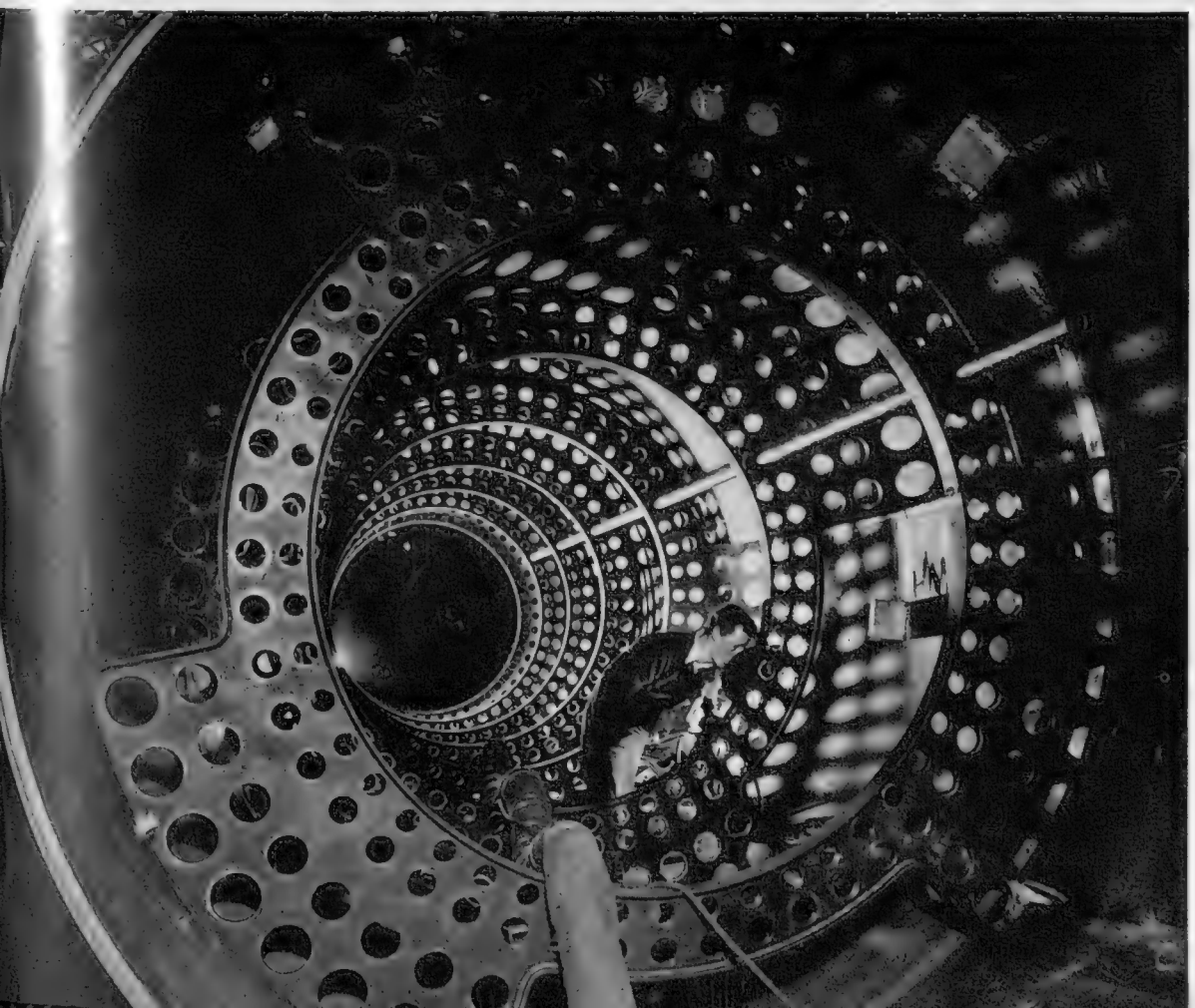


Above right: One of eight high-pressure gas casings for the Dungeness Nuclear Power Station undergoes weld testing at the works of John Thompson Ltd. Rigorous tests are essential in the manufacture of heavy pressure vessels

Right: The longitudinal seam of a boiler shell is being welded by the submerged arc process. At one time John Thompson Ltd. was the only British company possessing Lloyd's approval for the manufacture of forge welded pressure vessels



Left: Long associated with boilermaking, John Thompson (Wolverhampton) Ltd. is also active in the production of pressure vessels for many other industries. Here, tube-supporting plates are welded in a rotary drying vessel

Above: John Thompson Companies have played a major part in the construction of several new nuclear power stations. Here, a section of gas ducting for the Dungeness Power Station, in Kent, is fabricated at the Ettingshall works

ADOLF MORATH PHOTOGRAPHS

BRITISH INDUSTRY

THE JOHN THOMPSON GROUP

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322 fabrication of high and low pressure pipework in mild steel and alloy materials, and yet another has long been a leading manufacturer of solid fuel-firing equipment for large and small boilers as well as equipment for coal or ash handling.

Vast experience gained in the design and production of large, thick-walled vessels for nuclear power stations, together with new manufacturing facilities and plant availability have been applied for the chemical and petroleum industries too, where banded or layered pressure vessels are being supplied to contain the ever-increasing pressures demanded by advanced engineering processes. Other companies in the Group have also been manufacturing open and pressure vessels, for the chemical and petroleum industries, food processing plants and breweries for many years. As long ago as the mid-1930's, vessels were being produced in pure nickel and stainless steel. The very first vessels to be fabricated in this country from inconel, monel and nickel-clad mild steel were manufactured by John Thompson.

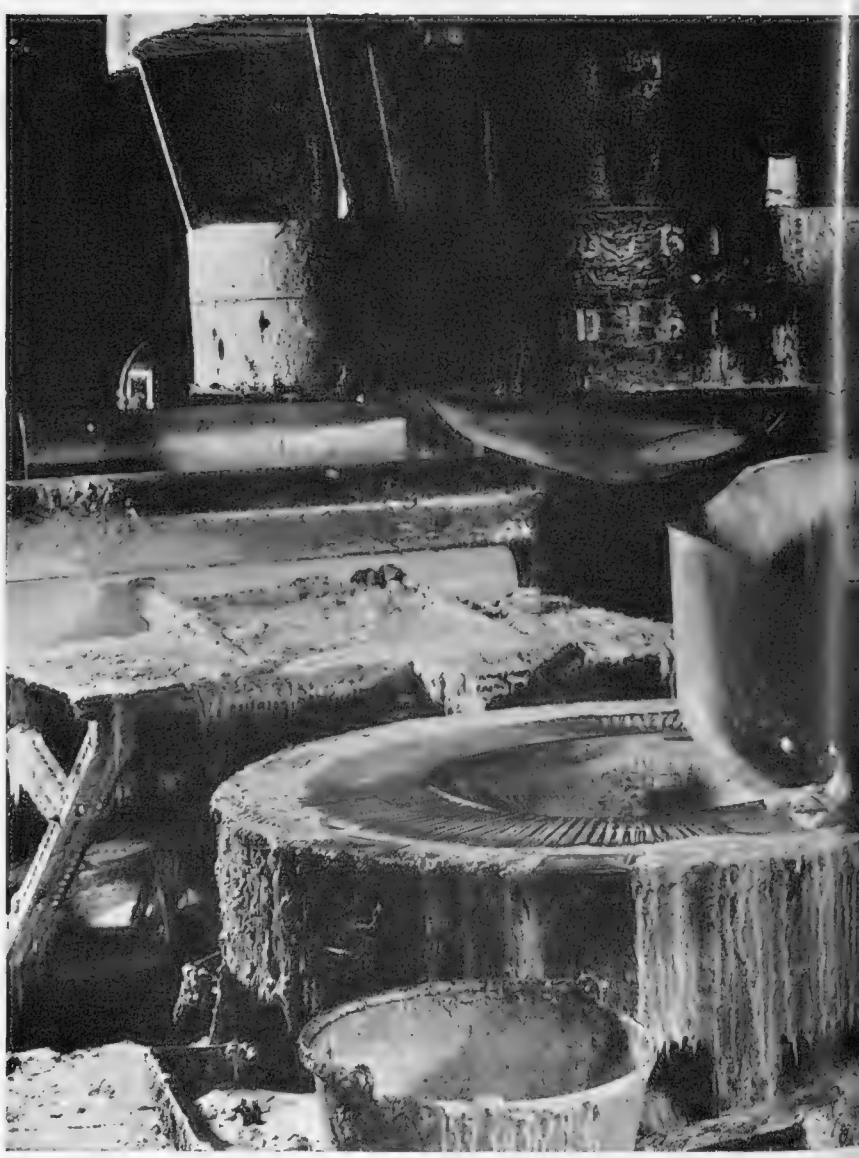
Since 1904 the Group has been producing chassis frames for Britain's leading car manufacturers (a contract with Rolls-Royce has remained unbroken since 1908). In recent years the wide range of presses (from 25 tons to 2,000 tons capacity) has been deployed to produce components for refrigerators and washing machines. Other Group companies are leading manufacturers of bulk liquid and powder transporting vehicles and large refuellers for long-distance airliners.

The diverse interests of the John Thompson Group include the design and production of plant for the efficient and hygienic handling of municipal refuse (the largest compost plant in the world was installed by the Group at Bangkok) and the manufacture of mild steel and aluminium windows, together with several types of curtain walling and other equipment associated with modern building. Another Group company produces castings ranging from only a few ounces to 20 tons for the boilermaking industry, diesel engines, machine tools and general engineering. The latest newcomer to the Group is a company formed specifically for the design, supply and commissioning of liquefied petroleum gas installations of any size.

Above: Two operatives employ a radial arm spot welding machine for the fast assembly of various pressings that go to make up a car underframe. The underframe is on a swivelling fixture allowing the part to rotate quickly into position

Left: Behind a shower of sparks a specially designed 500 KVA flash butt welding machine welds a part for an axle-case housing. John Thompson Motor Pressings Ltd. have been supplying components to Britain's car manufacturers since 1904

Right: A washing machine bowl emerges from the press mould. The bowls are pressed in two operations, first on a 750 ton mechanical press and then a 600 ton hydraulic action draw press to enable the finished article to be pressed from a circular plate



Above: A section of a superheater is prefabricated for the Central Electricity Generating Board at John Thompson Water Tube Boilers Ltd. The ever-increasing demand for electrical power requires larger and more efficient generating plant presenting manufacturers with many new design and construction problems. To speed up the erection of boilers for modern power stations, an increasing number of components are prefabricated in the factory and then transported to site

Left: High and low pressure pipework in mild steel and alloy materials is fabricated by John Thompson (Pipework) Ltd. Ranging from $\frac{1}{2}$ in. to 24 ins. in diameter, this kind of pipework is supplied for steam raising plant of all types, as well as to the chemical, petroleum and other industries

GRAVEL INTO GOLD

by The Sphere City Correspondent

There are no gold-mines in Britain, alas, and so far no reasonably sized oil wells. But in the absence of such obviously lucrative assets, there are few more profitable things to own in the English countryside today than a humble gravel pit.

Gravel, and its near and gritty neighbours—sand, ballast, aggregate—these are in a very real sense the limiting factor in the vastly expanded building programme to which we are committed over the next 20 years. Roads, hospitals, factory-built houses—none of these can go forward without the basic filling material for the concrete. And, despite the apparent ubiquity of the stuff, supplies are in fact surprisingly hard to come by.

The big cement companies are certainly seriously worried about the possibilities of a " gravel famine "—not to mention several government committees that have been set up to consider the dangers—and the biggest of them all, Associated Portland Cement, the " Blue Circle " complex, is in process of bidding £2·7 million for a large privately owned group called Hilton Gravel, which covers the intensively built-up Midlands, in order to safeguard some of its own lines of supply. Other people have gone so far as to sink large sums of money in experimental production of " artificial gravel "—pellets of compressed boiler-ash from the power stations, which in theory should provide ample supplies. But so far cost and quality are impossibly inferior to the kind you dig out of the ground.

The trouble with digging, unfortunately, is that it makes a mess of the countryside. And even if you can find a deposit of the right quality in the right place—and it needs to be convenient for sites: gravel is heavy and costly to move very far—the local authority, the town and country planning people, the preservers of rural England, and the rest will usually fight to the death to deny you the right to remove it.

Making sure of ample reserves, therefore, is the main pre-occupation of all the big gravel-pit operators at the moment. And the tremendous rush of take-overs, mergers and acquisitions in which most of them are engaged, tends to eat up their cash resources and disguise their true profitability. But with hardly a day passing without a casual Government announcement of future building commitments—50 per cent. increase in the road programme, 400,000 houses a year minimum, £750 million on hospitals, and so forth—their investment merits, whatever the election outcome, look very attractive indeed.

The largest operator is probably Hall and Ham River, formed a couple of years ago by a £13 million merger of the two most substantial concerns in the booming south east, around Greater London. Hall now owns some 66 gravel pits, mainly in the rich Thames Valley basin, as well as important interests in general builders' supplies, ready-mixed concrete, factory-made concrete blocks, and coal and oil-fuel distribution. All these activities look well placed in the present state of the economy, though problems of integrating the two companies, and last year's very bad building winter, have so far kept profits from showing the benefit. This year's figures, due in May, should tell a more cheerful story. Hall gets less than 50 per cent. of its sales from the gravel side, but there is another group in the north, Hoveringham Gravel, nearly as big, which is still committed 100 per cent. to the prospects for this specialised trade. This company is based on Hull, with a 900-acre quarry in the Trent Valley, and makes deliveries of aggregate now averaging well over 100,000 tons a week. After sketching the glowing prospects for the industry, at the time of last May's public share offer, the chairman, Mr Harold Neddler, said it was present policy not to diversify in any way, but to concentrate entirely on expanding quarrying activities anywhere in Britain where potential demand looked promising. Pursuing this wholeheartedly, he has added 1,200 acres and 25 million tons' worth of reserves to his aggregate empire in the last nine months. And although the current 1·8 per cent. yield gives the firm a very high growth rating, this is based on the prospectus forecast, whose profits are already known to have been handsomely exceeded. There may well be scope for upping the proposed 12½ per cent. dividend.

Another fast mover is Greenwoods (St. Ives), with a mixture of sand and gravel, transport and ready-mixed concrete activities, and a voracious appetite for cash and expansion, at present consuming something like £1 million in capital each year. A long series of rights issues, in which shareholders were called on to support this appetite, have held the price down, and kept the yield high (3·8 per cent., very generous for this industry). But the profit record, the 50 per cent. jump in orders just announced, and the fact that the overdraft for the first time declined last year, despite a continuing string of acquisitions, make this company look a distinctly good buy.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

Birmingham's rivers have long been a source of shame-faced apology by her citizens. Indeed, they are largely known by the unlovely title of the organisation which controls the largest two—the Tame and Rea Drainage Board. None of them of course, is of any size or real significance, but originally they must have been pleasant enough country streams, and history records plentiful fish-pools and even a pleasure garden or so along their banks. The central streams are beyond redemption, culverted and brick-channelled as they have to be, but the Corporation is now looking into plans to use the largely suburban River Cole as an amenity.

It meanders through the southern and eastern areas of the city, flowing past factories and housing estates as well as alongside open spaces where already playgrounds and riverside walks exist, and on its banks lies the 18th-century Sarehole Mill, the last survivor of the city's old water mills, in part the foundation of industrial greatness. Sarehole Mill has been the centre of well-intentioned efforts at preservation as an industrial folk-museum, but the city has no funds for its restoration and the affair has dragged on for three years. Now the mill's only chance of survival is a public appeal, perhaps next month.

But the city's Public Works Department is concerned with the whole length of the river, along which efforts to control the discharge of industrial effluent have been meeting with some success. What is envisaged is to provide river walks, with reasonable landscaping and tracks for horse-riding, No one will ever make the Cole into a¼ second Cam, but the scheme deserves to succeed.

The President and Council of Birmingham's Engineering and Building Centre meet some of the Consuls who have offices in the city. Representing Belgium, the Dominican Republic, Ecuador, Finland, France, Italy, Monaco, the Netherlands, Norway, Pakistan, Sweden, Thailand, Turkey and Spain

Thwaites' exports to Europe

A farmer and engineer—it depends on the time of day and where you meet him which interest comes first to the surface—was on hand at the factory the other day to watch another consignment of dumpers leave for London Airport for delivery to Continental customers. Thwaites dumpers are some of the maids-of-all-work at many constructional sites in this country and, increasingly, abroad. The particular order being seen off by the company's bachelor chairman, Mr L. B. Thwaites, was 14 dumpers destined for the Paris area; worth about £6,000, it was part of a regular fortnightly flight to European buyers.

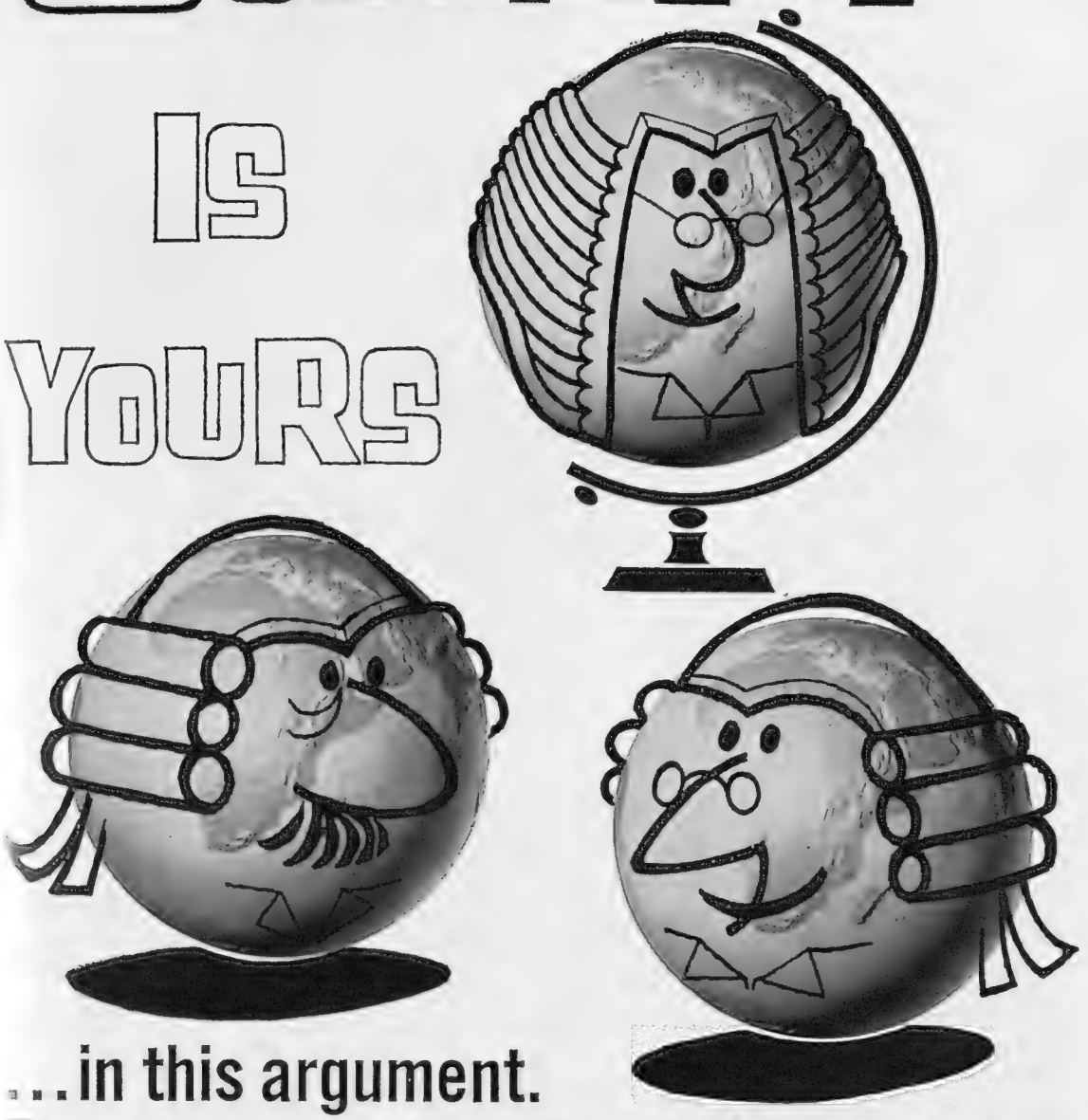
The factory at Cubbington, Leamington, is on the edge of the family farm and in recent years has grown extensively. Although not an academically trained engineer, Mr Thwaites is full of practical ideas. Some he applies with equal intensity to farming, where his many innovations include labour-saving milking parlours. He tackles each of his main interests with zest, and finds time to do part of his own selling. More than one prospective customer living on the Continent has found the Warwickshire farmer-engineer at his office door the day after making an inquiry.

Mobile power stations

With the sale to the Appleby-Frodingham works of United Steel of two 3 mw mobile power stations, the value of such plant so far sold by Bristol Siddeley Engines, Coventry, is raised to almost £20 million. The first experimental, remote-controlled (switched on by a telephone call) installation was at Princetown some five years ago. Since then the usefulness of these gas-turbine sets in peak lopping at power stations and in helping stations to get on steam has been ever more widely recognised, and the power unit has gone up to 17 mw. Four units coupled together—the latest development—provide power for a fair-sized community.

Continental manufacturers have not been slow to recognise a good thing, and in addition to useful direct exports (one recent order from the Canary Isles directly reflected the growing tourist trade there) Bristol Siddeley have recently concluded valuable agreements with French and Belgian engineering companies for sales collaboration.

JUDGMENT IS YOURS



...in this argument.

The charge is that South Africa denies her non-white people all opportunity.

I submit, m'lud, that the prosecution has shown beyond reasonable doubt that the non-white people of South Africa are being denied their right to a full, decent life.'

'M'lud, the defence can lead evidence to show that the standard of life enjoyed by the South African non-whites simply has no parallel in all Africa.'

'We would indeed be interested to hear what this "standard of life" embraces.'

'We can show that in ten years the State has provided some 250,000 Bantu families with new homes at a cost of £100 million. We can show that these people are served by more doctors and better hospitals than any other African people. We can show that their average wages are more than 50 per cent higher than those of their nearest rivals in Africa. We can show that there are already 3,000 Bantu graduates—more than in all negroid Africa; and that four out of every five Bantu children are already at school—a record not even remotely approached on the whole continent . . .'

'At this stage, m'lud, we challenge only the education record—not the statistics of it, but the quality of the education. It has been stated in evidence that Bantu education is an inferior education and, in effect, teaches the students merely to be better servants. Nor do they have proper university education. Instead, they have been segregated into "tribal colleges" . . .'

'This is quite absurd, m'lud! These colleges are constituent colleges of the University of South Africa, which lays down for them the same standard of instruction as it did for all other colleges. As for Bantu school education, I have here a typical syllabus, m'lud. I now challenge my learned friend to show where it is "inferior".'

'For one thing, the Bantu children are all taught in the vernacular. . .'

'But what child is not taught in the "vernacular", whether it be English, French or Russian? My learned friend surely knows by now that South Africa's population comprises several distinctive peoples, each with its own language. Some Bantu languages have a literary tradition of many years . . .'

'Still, our impression is that the education is not universal enough. It seems designed to make of the students merely Bantu . . .'

'*Merely* Bantu? Now who is looking down on whom? Since when is an education that makes a man a good Bantu inferior to that which makes a man a good Englishman? Since when is the only education worth having a European or western education? For *that* is what you are in effect saying. And this is *precisely* the notion that has been thoroughly rejected by most of the new African nations!'

'And what is my learned friend's authority for such a statement?'

'The African nations themselves! Last year a conference of experts of 28 of these countries decided to scrap their inherited syllabuses whose purpose was "the assimilation of young Africans into the cultures of the colonial powers". Their place was to be taken by syllabuses that would "discover the cultural heritage of Africa and bring it to the youth in secondary schools". This, m'lud, is precisely what Bantu education is trying to do in South Africa.'

'But surely this severely limits the Bantu's opportunity for advancement?'

'On the contrary! South Africa's Bantu peoples are already better paid, have better houses and medical services and are better educated than any other African people. But a still greater future lies ahead of them. Many more houses, hospitals and schools will be built. Many more doctors, teachers and civil servants will be needed to serve the Bantu. What greater opportunity could there be for any educated Bantu?'

'What does all this mean, m'lud? Simply that the Bantu can earn a *living* in South Africa. My learned friend must know that there is such a thing as freedom, too. Elsewhere in Africa the Bantu may not be materially so well off, but they at least have their freedom.'

'To that, too, the Bantu themselves have given the most telling reply. For so far no fewer than one million of them have cheerfully exchanged the "freedom" of other African countries for the real opportunities in South Africa. These foreign Bantu still come to South Africa in their thousands, often illegally.'

'So my learned friend admits that the Bantu have no freedom in South Africa?'

'Not at all! They are working out their freedom—and are succeeding. One Bantu people, the three million Xhosas, have already voted for their own parliament. And this, m'lud, is *genuine* freedom—not the kind that has elsewhere brought only chaos and economic disaster. On this charge, too, I submit that South Africa has no case whatever to answer.'

You have now heard South Africa's case on all four charges. What do you think? Further information is available from the Department of Information, South Africa House, London W.C.2

GOOD LIVING *by Ganymede*

It appears that an abundant vintage does not inevitably result in a reduction of wine prices. The Cognac region is a case in point, where the 1963 vintage was well above average in quantity, over 4 million hectolitres. In spite of this, the prices of wine for distillation quoted in December were about 12 per cent. higher than in the previous year, and now I understand that wine is hard to come by even at that inflated price.

This must be very worrying for the firms in Cognac. One of them, Denis-Mounié & Cie, says in a recent report: " We are in the middle of a chaotic period. Many distilleries have been forced to cease distillation because of a shortage of wine—a fact difficult to believe. . . ." After stating that in spite of the higher prices " the farmers were displeased and now refuse to sell their wines for anything less than 25 per cent. more than last year," the report goes on: " In these circumstances a certain number of the larger firms in Cognac have decided to increase the price at which they are prepared to buy their wines by means of a kind of premium to be contributed at the end of the year."

Normally distillation goes on until the end of May and if some distilleries whose owners are unwilling to pay the high prices are forced to close down early, this will cause a shortage of Cognac distilled this year in spite of a large vintage. Although the direct effect of this is not to be felt for some years while the new brandy is maturing, the combined effect of high wine prices and shortage is bound to result in more expensive Cognac before long. The basic price might easily emerge at a level about 25 per cent. higher out of the present " chaos," and this is bound to make the bottle of Cognac more expensive, if not quite in the same proportion.

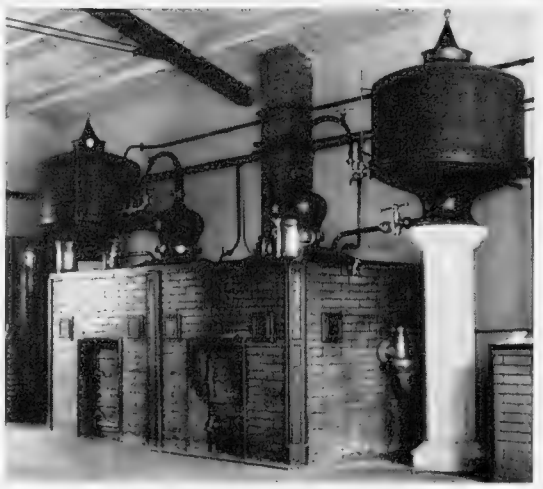
In Burgundy, 1963 produced the second largest post-war vintage as regards quantity, and the highest for Appellation Controlée wines, yet instead of a general downward trend in prices the market has remained very firm so far. In fact there are great disparities in prices, according to variations in quality of the red wines even within small areas. According to the report of J. Thorin of Pontanevaux this is the case within one particular village in the Côte d'Or. " Buyers have already made a lot of progress in their selections, but the stock available is large and the prices asked for the better quality new wines are still too high."

Of the white wines, which on the whole have been more successful in quality in 1963 than the reds, " Chablis and Meursault have not met with a very marked demand despite their very reasonable prices, since there are still plentiful stocks of 1962. On the other hand, Pouilly-Fuissé, which is a ' fashionable ' name today is holding its price very well. The largest purchases of new wines have been in Beaujolais, stocks of which are moving very fast, but they are, at the same time, very substantial."

Hesitation and uncertainty about the 1963 wines still prevail in the Bordeaux region according to a report received by Percy Fox Ltd. from their Bordeaux principals, Ets. D. Cordier S.A. " Buyers are acting cautiously and the growers hold the view that 1963 wines will improve in quality as did those of 1960, 1958 and 1954 among others.

" Such transactions as have taken place have shown a reduction in price of one-third as compared with those of 1962 wines at the same stage; not every seller is prepared to acknowledge this. It is unlikely that samples will be in general circulation before March and we shall certainly have to wait until the winter is over, and perhaps longer, before these wines of 1963 show themselves at their best."

The report ends on this optimistic note: " We think that this test will redound to their advantage and that qualities will emerge considerably more flattering to the vintage than those perceptible today."



Above from left to right: In Bordeaux Mr H. D. Stephens-Clarkson, Chairman of Percy Fox and Co. Ltd., talks with M P. Dutruilh, Chief Executive of the Ets. Cordier, (centre) and M Jean Cordier, Principal of the Ets. Cordier

Above right: Thorin vineyards, near Macon

Right: A traditional Cognac pot still at Château La Clône. The distillery and surrounding vineyards in the Grand Champagne district are owned by M La Roche. The brandies produced here are some of the finest Cognacs which are supplied to Denis-Mounié for blending

Far Right: Château Talbot, owned by M Cordier, is one of the classified growths of the Médoc. Besides the vineyard, it has a model farm. The Château stands according to tradition on the site of a castle which was the headquarters of John Talbot, 1st Earl of Shrewsbury. He was killed at Castillon in 1453. The Château was at one time owned by the Marquis d'Aux, which is why it is sometimes called Talbot d'Aux

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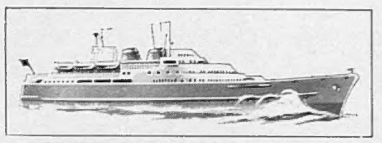

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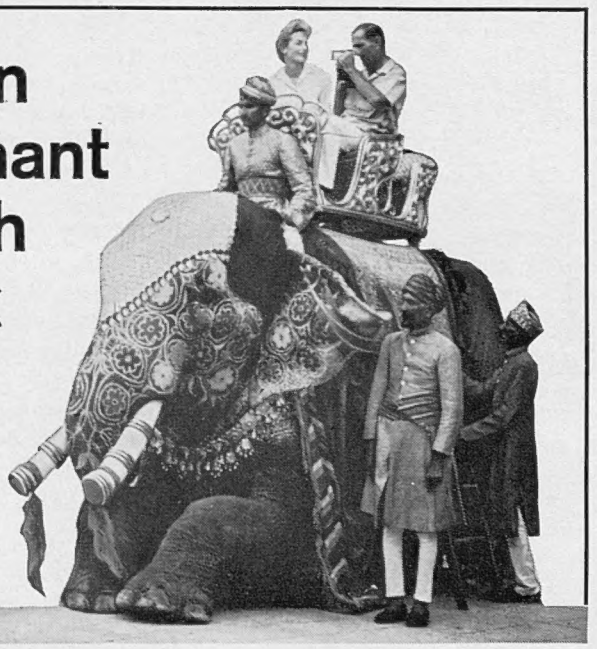

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ADVANCED MOTORING

328 The influence of the Institute of Advanced Motorists in the cause of road safety is bound to take a sharp upward curve following the recognition which has been accorded it by the AA, biggest motoring organisation in the world, with 3¼ million members. I refer, of course, to the Association's decision to ally itself positively with the Institute by appointing Mr Cecil Orr, one of the two Joint Secretaries of the AA, to serve on the Institute Council, where a place had been kept open for them since the Institute was started in June, 1956.

Under the chairmanship of Lord Sempill, the IAM has increased its membership every year and it now totals 43,385, some 20 per cent. being women drivers. There are now 29 territorial groups. They have direct representation on the Institute Council, with two members: one for the north of England, one for the south. These Council members are elected annually and those just appointed are Mr J. S. Barraclough, chairman of the Sheffield group; and Mr B. A. Nichols, an electronics engineer who has done much for the Institute in the Ipswich and Colchester area. The Institute uses 52 different test routes in various parts of the UK and Northern Ireland; all are about 35 miles long, with the same mixture of road and traffic conditions and in each case the test takes about an hour and 40 minutes.

The larger recognition accorded the Institute by the AA (whose new Director-General, Mr Alec Durie, takes charge on July 1), reflects the importance the AA attaches to driving *skill* in its approach to the baffling problems of road safety. The Institute has, by the way, felt it necessary to remind members, through the medium of its own magazine, *Milestones*, that one of its main objects is " To improve the standard of driving." It appears that a member queried the Institute's public advocacy of special motoring courts and its call for a tribunal " to examine the whole question of motoring justice."

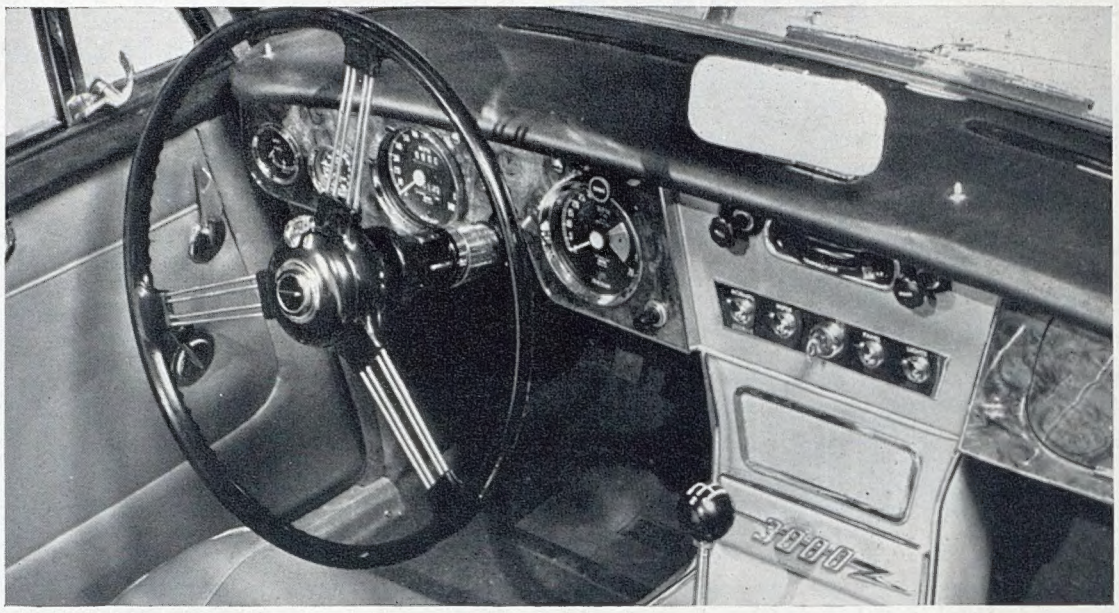
Declaring the firm belief that education, rather than heavier penalties, is the real answer to road accidents, the Institute claims that motoring courts could use their specialised knowledge in determining *why* motorists err.

Manufacturers' news

There is news this week from five famous motoring firms: BMC, Renault, Fiat, Rover and (representing the selling side of the industry) Car Mart. From BMC comes the announcement that the Austin-Healey 3000 sports two-seater has been improved in a number of ways, will be known as the Mark III and, at £1,106, will cost £60 more.

This 130 m.p.h. *gran turismo* model is one of BMC's best-selling export cars and nine out of every ten built are sold abroad. The exterior lines of this big Healey remain unchanged, but in the cockpit there is a new aura of luxury produced by a redesigned facia; a central console carrying control switches and a short gear lever; and real leather if you want it.

With this higher degree of interior refinement goes an improved performance attributed to the fact that the 2,912 c.c., 150 b.h.p. engine



Inside the restyled Austin-Healey 3000 Mark III Sports Convertible, a best-seller among export cars

uses a new high-lift camshaft and larger SU carburetters. Overdrive is optionally available. Power assistance for the brakes (discs at the front) is now a standard fitting and a new exhaust system, incorporating four separate silencers, anticipates stricter British regulations as well as meeting export requirements.

Renault are offering a new, additional version of their rear-engined R8, which during the past 12 months has maintained an average production rate of 1,000 a day. The new R8 has a bigger engine of 1,108 c.c., is called the 1100 (a designation which is not new in Britain!) and costs £675 including tax. Prices of the 956 c.c. models remain at £629 for the saloon and £740 for the automatic version.

An attractive feature of the new R8 1100 is its new, four-speed all-synchromesh gearbox. Like the less powerful R8 models it has a five-bearing crankshaft, a sealed cooling system and disc brakes on all four wheels.

Fiat have reduced the UK prices of four models—the cuts range from £12 for the 500 c.c. economy model to £45 for the 1,221 c.c. saloon —and have introduced a 4-cylinder, 1,481 c.c. version of their 6-cylinder models with a price tag of £999. Their cheapest model can now be bought, with sun roof, for £399.

The Rover news is their decision to enter a turbocar for this year's 24-hours race at Le Mans on a fully competitive basis with the piston-engined entries and not merely as a demonstration car, the role in which it finished seventh last year and averaged 109.7 m.p.h. for more than 2,500 miles! Britain's newest racing turbocar will be built in collaboration with B.R.M.

My news from Car Mart is nostalgic . . . Mr A. J. Rayment, chairman and managing director, always took a tremendous pride in the little Georgian house standing beside his big showrooms in London's Euston Road. It was discovered when Mr Rayment found it necessary to enlarge his premises after the war. When an old cafe was demolished for this purpose the little Georgian house, hidden for many years, came to light. Mr Rayment had it restored and his wife opened it ceremonially in 1953.

This charming link with a more gracious age has now disappeared completely. It was the victim, along with the Car Mart showrooms, of a big road improvement scheme in Euston Road (a reason which helps to soften the blow!). But Mr and Mrs Rayment will always have a souvenir of their lovely little Georgian house. The Car Mart directors have presented them with a solid silver scale model.

Pick of the books

Since I last referred to the motoring books sent me for review the pile has grown sky high. Let me mention a few of the more interesting. . . . Esquire's *American Autos and Their Makers* (Frederick Muller, 95s) is a beautifully printed volume about—to quote the publishers—" the throbbing drama of the American auto." David Wilkie, who has been writing about cars for half a century, and who was a friend of Henry Ford, traces the development of the automobile in America with loving accuracy. His text is supported by hundreds of photos, paintings, sketches and blueprints.

The 1964 *Auto-Universum*—the name has been changed from *Automobile-Parade*—maintains the high standard set in earlier volumes, and is worthy of a place on the bookshelf of every motoring enthusiast. Published by Arthur Barker at £2 12s 6d, it features the story of Henry Ford with a wealth of coloured pictures, reviews motor sport and gives illustrated descriptions of practically every car now in production anywhere.

The best recommendation for *A History of the World's Classic Cars* (George Allen and Unwin, 42s) is that it has been written by Richard Hough and Michael Frostick. In this companion volume to *A History of the World's Sports Cars* the authors are concerned, from first to last, with what they call the grandeur of the automobile. They write with authority about the designers of the truly classic cars; men like Royce, Duesenberg, Porsche, Bentley and Bugatti.

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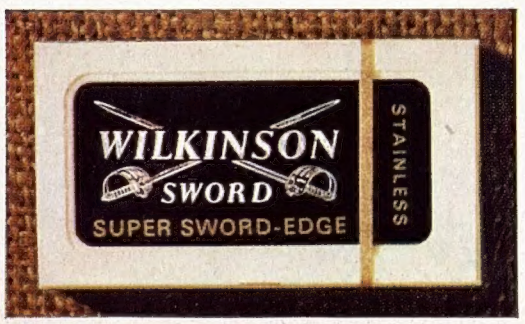

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